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Foreword

HERE, in this booklet, is a very brief story, and that told mostly by pictures, of Seattle, the Seaport of Success.

It is a story of the Seattle of TODAY—and TODAY means just that, for while all that is printed now will be true tomorrow, each tomorrow brings so much of its own, so much more that is new, so much more to be told, that the story of Seattle can never be held within the covers of a book.

And so, in the pictures and the text to follow, the reader will discover something of what Seattle is and of what Seattle has today, and from this, with the certain assurance of uninterrupted progress and development, may be gleaned a fair idea of what Seattle will be and of what Seattle will have, keeping always in mind that even between the writing and the reading of this little booklet, the rush of events has brought many changes not herein recorded.

"The Charmed Land"

"When once we cross the summit of the Cascades, we enter a totally different climate, an air which is mild, gentle and moist, but never depressing; a country of green mountains, of dazzling snow-tipped peaks, of grass, of moss, of fern, which knows neither the barrenness of winter nor the brownness of summer; a land which has all the best and most invigorating qualities of the cradle of our Teutonic race, with none of its savagery or extremes. From one end to the other it is the home of the tall trees and tall men, of the apple, the peach, the prune and the pine; the land of the green valley and the rushing river. The rosy pink of its orchards every spring is equaled only by the sunset glow upon its peaks of eternal snow.

"It is the charmed land of the American continent, where a temperate sun, a mild climate and a fertile soil give man the stimulus of the green and rainswept North, with the luxurious returns for moderate effort of the teeming tropics. The most restful and soothing climate in the world, the land where 'it is always afternoon,' the ideal home for the blond races, and not half appreciated yet at its full value."

Dr. Woods Hutchinson.

In Brief

"Seattle, the Seaport of Success"

HISTORICAL

First settled in 1852.
Named for a friendly Indian chief who died in 1866.
First plat filed in 1853.
Incorporated as a town in 1865.
Incorporated as a city in 1869.
In 1884 first railroad reached the city.
June 6, 1889, business district wiped out by fire. Loss, $7,000,000.
In 1889 city charter adopted.
In 1896 first direct steamship line to Orient established.
In 1897 first big shipment of gold from Alaska and the Klondike.

CLIMATE AND HEALTH

Average temperature: Winter, 40 degrees; Summer, 61 degrees.
No blizzards, cyclones, cloudbursts or drouths.
Outdoor work possible every day in the year.
Finest summer climate in America; winters invariably mild.
Lowest death rate in the United States.
Lowest infant death rate in the world.
Absolutely pure water supply from mountains; 67,500,000 gallons daily capacity.
Rigid inspection of milk and all market supplies.
City collects and destroys all garbage.

GENERAL

Population, 1910 census, 237,194; 1912 directory and school census, 286,322.

Twenty-first city of United States in population and importance.

Eight transcontinental railroad lines.

Fifty-eight steamship lines.

One hundred and fifty miles of water-frontage.

Postoffice receipts for 1912, $1,049,503.72.

Bank clearings 1912, $602,480,660.99.

Bank deposits 1912, $79,187,319.68.

Cost of buildings in 1900, $3,000,000; in 1909, $19,000,000; in 1910, 1911, 1912, $33,000,000.

United States Assay Office, established 1898, has received $210,407,068.99 in gold.

Best lighted city in America, lighted by municipal plant.

More than three hundred churches of all denominations.

Public library of 175,000 volumes. Splendid central building and six substantial branch buildings.

Sixty-five grade schools; six high schools. Many private and parochial schools.

University of Washington within city limits on 335-acre campus, with 2,700 students enrolled.

Public park acreage 1,803; twenty-eight improved parks; twelve fully equipped playgrounds.

Finest scenic boulevard system in world; thirty-one miles completed.

Expenditures on parks, playgrounds and boulevards since 1904, $5,440,000.

Building largest canal lock in United States to connect salt and fresh water harbors at cost of $2,300,000.

Money provided and work in progress on harbor improvements to cost, within next five years, $20,000,000.

More commerce, more manufacturing, more railroads, more population than any other city in Pacific Northwest.

SEATTLE

WASHINGTON

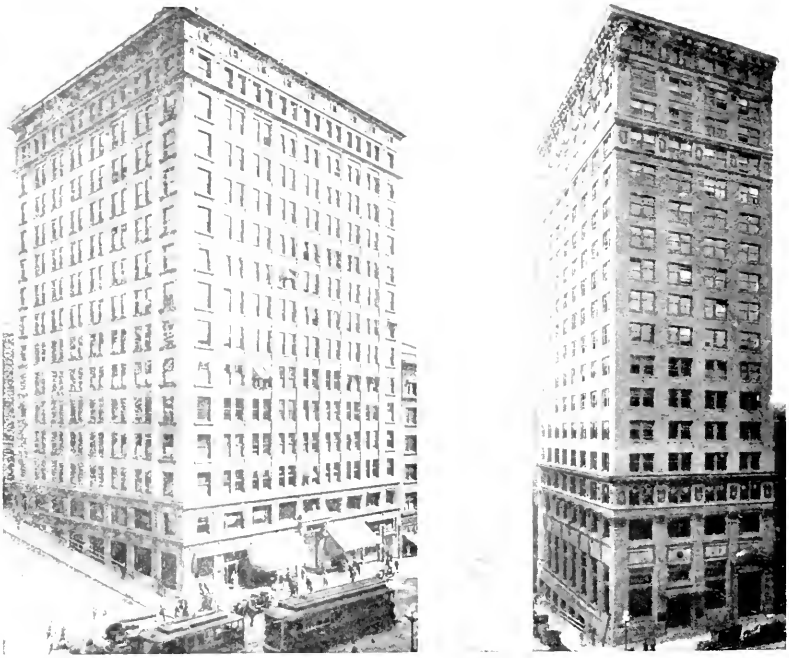
NORTHWARD OVER PART OF THE BUSINESS DISTRICT

SOUTHWARD OVER PART OF THE BUSINESS DISTRICT

IT STARTED in 1852, when the little group of hardy pioneers, one of whom is still living in Seattle, landed on the wide-spread beach at Al-Ki Point, just outside the entrance to the harbor. Here the first rude cabins were built—the first homes of the future city of many homes. But soon, in seeking better protection for themselves, better means of wresting a necessary livelihood from the soil and the waters, the pioneers rounded the wooded promontory of Duwamish, entered the harbor and established their settlement on its eastern shore.

Sixty years is but a brief span in the life of some cities of the world, yet those years in the life of Seattle have spanned all the development from primeval wilderness to a city of world-wide importance. As new settlers were attracted by the fertility of the soil, the advantages of the harbor location and the soft, equable climate all the year round, there came a saw mill, a few little stores with modest stocks of merchandise, and governmental recognition with a postoffice; the first cabins gave way to homes of more comfort, and the permanence of the settlement became assured.

There were struggles in those early years—struggles for the very life of the little community; there have been struggles in all the years since then. But the result has always been the same, the difficulties have been overcome. Standing together as in the days when they were few in numbers, the people of Seattle have pushed their city forward, have attracted the attention and commanded the respect of the world.



TYPES OF BUSINESS BUILDINGS

First and lasting impressions of a city, or of a community settlement of any size, are created by conditions disclosed in the business districts. It is here that the majority of visitors first find themselves; it is here that the city's work is planned and for the most part executed; it is here that individual enterprise is inspired and from here that all manner of undertakings, large and small, are directed and controlled. Whatever the geographical extent of a city, its business district is its heart, the pulsations of which are felt to the utmost suburb and far beyond.

Building for business purposes in Seattle has kept stride with every development in architecture and represents every sound theory of modern construction. Even the older business buildings, fully occupied for many years, stand as examples of the best that was known at the time of their building. The era of the sky-scraper found Seattle ready. On this page are shown the Alaska Building (left), the first of these high-reaching structures, completed in 1904, and the Hoge Building, completed in 1911, which stands on an opposite corner of the same street intersection. From this point—Second Avenue and Cherry Street—in all directions, many fine structures of steel, concrete, stone and brick are lifted high above the more moderate level

ANOTHER PORTION OF THE BUSINESS DISTRICT

of their substantial neighbors. Just west of this point stands the Lowman Building; to the south the massive L. C. Smith Building has been rushed upward to the height of forty-two stories—the highest building in the world outside of New York City, while northward, on Second, Third and Fourth Avenues, are many other splendid examples of all that is most modern and best approved. These include the Central, the Empire, the American Bank, the Leary, the Savoy, the White, the Henry, the Cobb, the Northern Bank, the Joshua Green, the Bon Marche, the Schoenfeld, the Washington and the Calhoun.

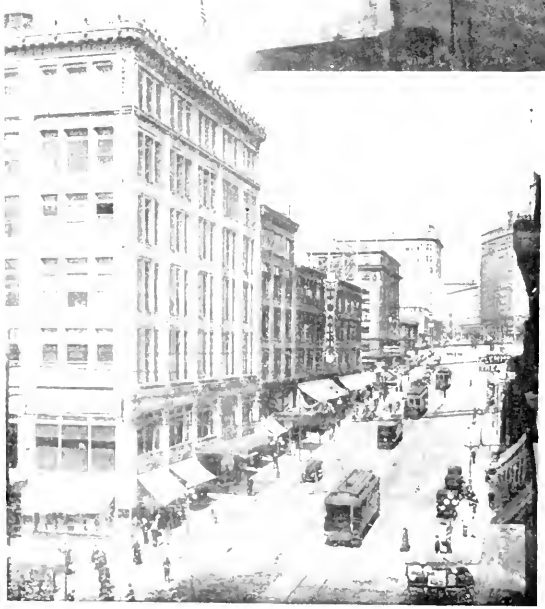
The view on this page is taken from the vicinity of the Washington and, looking generally southward, gives glimpse of many of the other buildings mentioned, stretching onward up the gradual slopes of Seattle's first hill to its crowning feature—the twin spires of the great Cathedral of Saint James, the most conspicuous object to those who approach the city from any direction by day, and marked throughout the night by a blazing cross. This magnificent house of worship stands on the ninth of the broad avenues eastward from the water front, each avenue running north and south and each, in the ascending scale of numbers, traversing a slightly higher level. Ninth Avenue

LOOKING UP CHERRY STREET CANYON

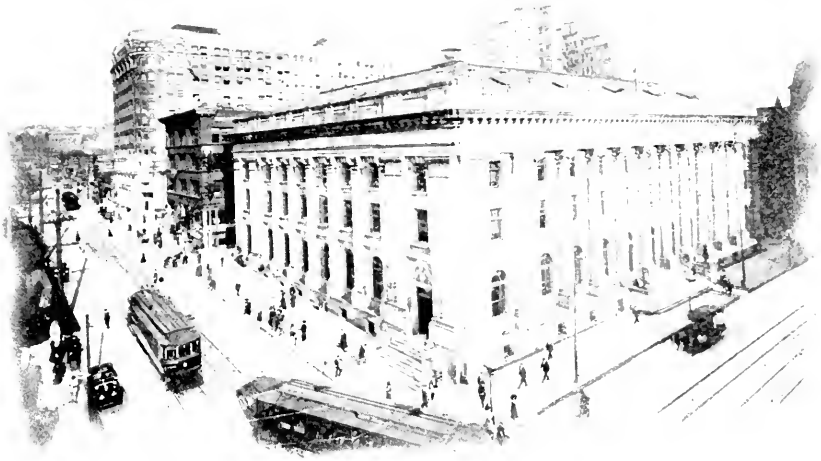
PIONEER PLACE AND THE TOTEM POLE

is at the summit. Seattle is a city of hills, but by the ingenuity of the city's builders and the enterprise of the people access to its every part has been made easy. On the full page opposite is shown Cherry Street, looking eastward from First Avenue, indicating the easy gradient through the business district and onward.

Memories of old Seattle—incidents of the history which began to be made in the early sixties—cluster about the locality pictured on this page, and appropriately known as Pioneer Place. It was here that Seattle's first commercial venture—the saw mill—was established, and the picture embraces nearly all of what throughout those earlier years was the whole of Seattle's business district. Appropriate, too, was the choice of this location, many years later, for Seattle's far-famed Totem Pole, wrought by the hands of Indians, with crude tools, and depicting the genealogy of an ancient tribe. Here, where this monument to a vanished family now stands, the Indians formerly came with their fish and their native wares to barter with the whites, giving Seattle its first recognition as a commercial center. From this point the business district gradually spread, much of it in cheaper forms of construction, until the great fire



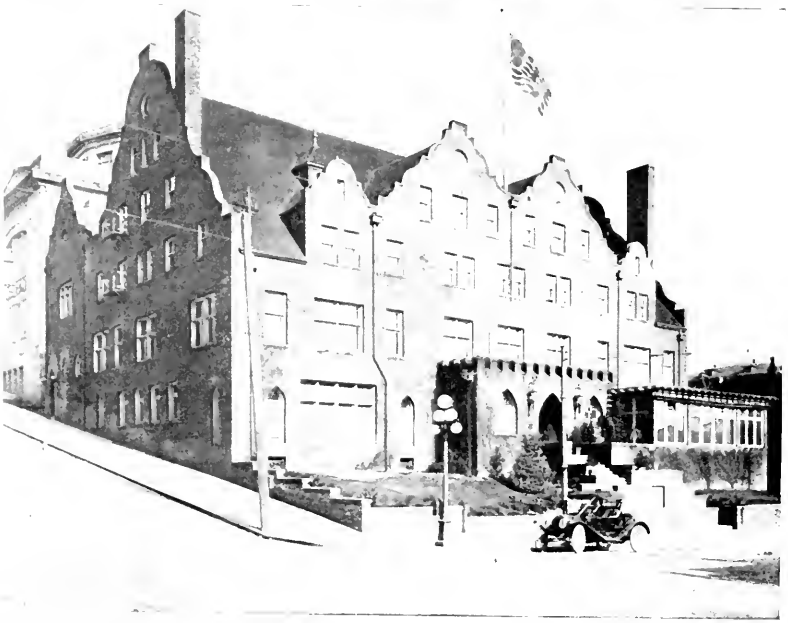
REGRADES AND THE RESULTS



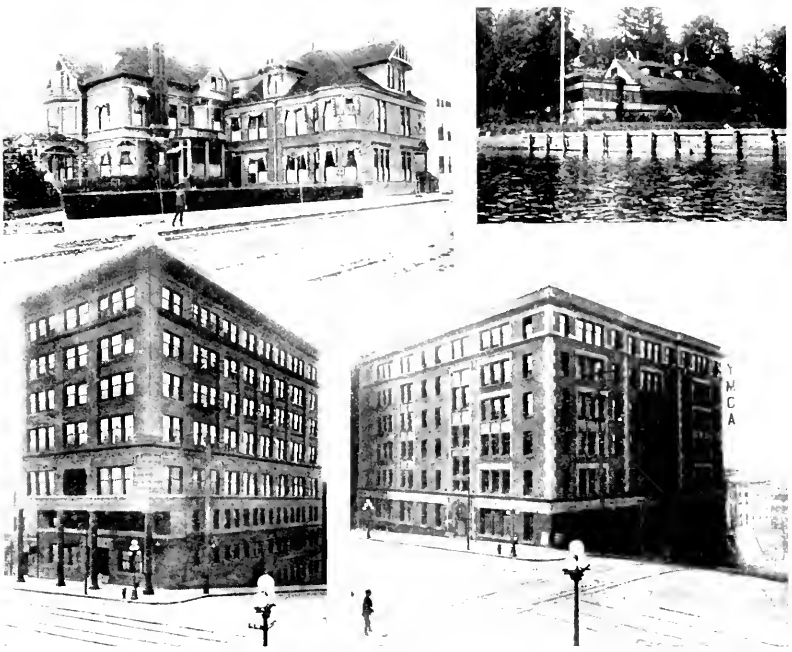
THE UNITED STATES GOVERNMENT BUILDING

of June 6th, 1889, wiped it all out. Then, facing a loss exceeding $7,000,000, at a time when Hope might well stand aghast in the midst of desolation, even before the ashes of the old Seattle had begun to cool—then were laid the foundations of the new and better city.

East and at some distance north of the old center stood the hills, in sullen protest against extension, their slopes dotted with small buildings of many kinds. On one sightly elevation a huge hotel was erected. But the demands of a growing business population for more room became insistent and would not be denied. Then with the later years came the regrades, those great problems of engineering which Seattle solved to the astonishment of the world. The huge hotel was ruthlessly dismantled and torn down, all other buildings were removed or demolished. The hills were washed away with hydraulic rams, as shown on the opposite page, their great bulk being carried by the force of water far out into the depths of the bay. Other pictures opposite show the massive new buildings that now cover the level ground where once was upraised the hill on which stood the old hotel. By this means, in various parts of the city contiguous to the business district, many hundreds of acres have been lowered and made level and accessible, being occupied by buildings as soon as ready for use. In the southern part of the city the vast amount of earth washed down from Beacon Hill has been used to fill in the tide-lands at the head of the harbor, creating spacious acreage for manufacturing enterprises.



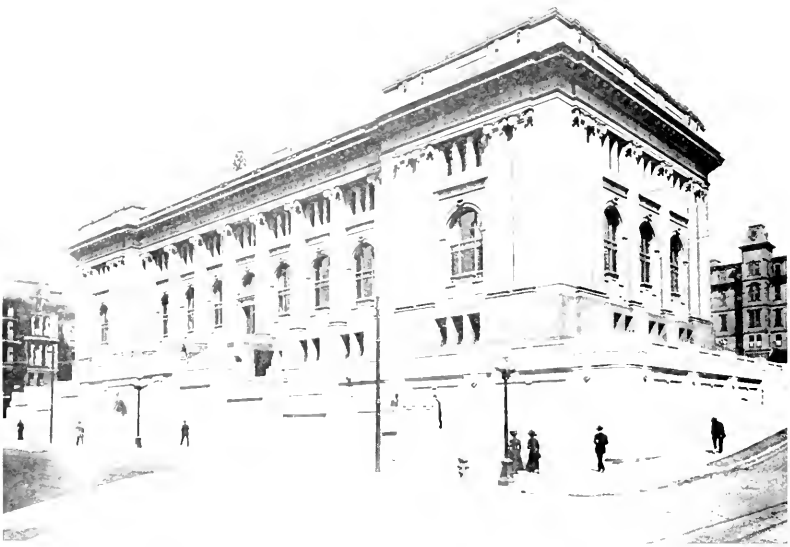
SEATTLE CLUBS



SEATTLE CLUBS

Many of the plans for the material welfare of Seattle have originated, and much of the good work has been furthered, in the numerous clubs maintained within the city. Chief among these are the Rainier Club (lower) and the Arctic Club (upper) whose attractive exteriors are shown on the opposite page. The Rainier is the oldest of the city's clubs, including in its membership many men prominent in the commercial and professional life of Seattle; the Arctic, with a very large membership, has a special province in encouraging the community of interest between Seattle and the people of the farther northern lands.

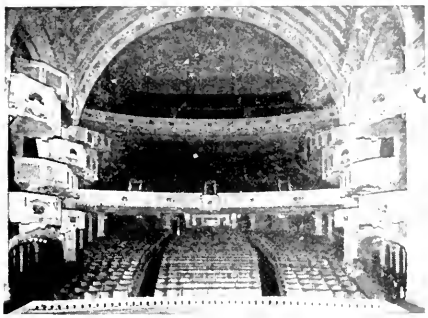
The University Club (upper left) located in a fashionable residence district, and the big brick building of the Young Men's Christian Association (lower right) are shown on this page. The Seattle Athletic Club (lower left), with a fine downtown building, adds to the usual privileges of a high-class institution of its kind the out-door attractions of its annex—the Firloch Club (upper right), on the shores of Lake Washington. The Federation of Women's Clubs has a spacious home in a residence district, and the completion of its new building, now under way, will put the Young Women's Christian Association in possession of a half-million-dollar property.

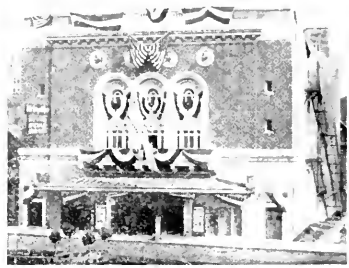


THE MAIN LIBRARY BUILDING

Seattle's public library buildings and property are valued at more than one million dollars, a considerable investment for public education and recreation and significant of the rate of community growth in the fact that the investment was begun only ten years ago. The library system had been established prior to that time, but the entire plant, housed in a rented building, was destroyed by fire in 1902 and the work had to be freshly begun. In the subsequent plans the assistance of Andrew Carnegie was invoked and his large contribution helped to the construction of the main library building, pictured on this page, occupying an entire block in the heart of the city.

Under the direction of a board of honorary commissioners the institution has flourished wonderfully since then. In addition to the main building, six big branch buildings of handsome design have been erected and occupied in as many different parts of the city at some distance from the main building, and others are in course of construction. Aside from these the Library Board maintains eight branches and several deposit stations in rented quarters conveniently located in various neighborhoods. Nearly two hundred thousand volumes are at the disposal of readers and the number is being constantly increased.

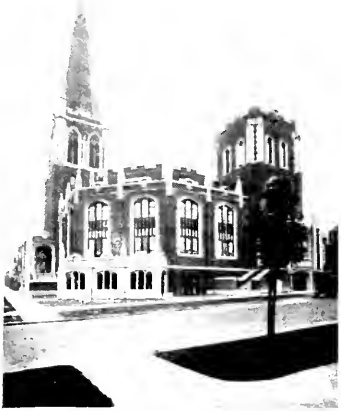




SOME OF SEATTLE'S THEATRES

Seattle enters upon its diversions as heartily as it does upon all the serious considerations in which the life and progress of a great city are involved. Taken as a whole its array of play-houses is the finest of any city in the West, and the patronage of play-goers and amusement seekers—a steady and dependable patronage—runs to enormous figures. All of the Seattle theatres are comfortable, well-equipped and adequately guarded against accident and panic. The interior of one of the houses—The Orpheum—is conceded to be the best-appointed and most sumptuous of any theatre in the United States. A partial view of the handsome foyer of this theatre is shown above (upper right). At the upper left is a view of the interior of The Moore, the largest of the Seattle play-houses. Below are The Empress (left) and The Metropolitan (right).

Five of Seattle's theatres—The Moore, The Metropolitan, The Seattle, The Grand and The Alhambra—were built for the largest attractions. The Orpheum, Empress and Pantages were built and are managed expressly for the presentation of high-class vaudeville. The Clemmer, The Melbourne, and nearly one hundred others, in all smaller sizes, are given over to the popular photo-plays.



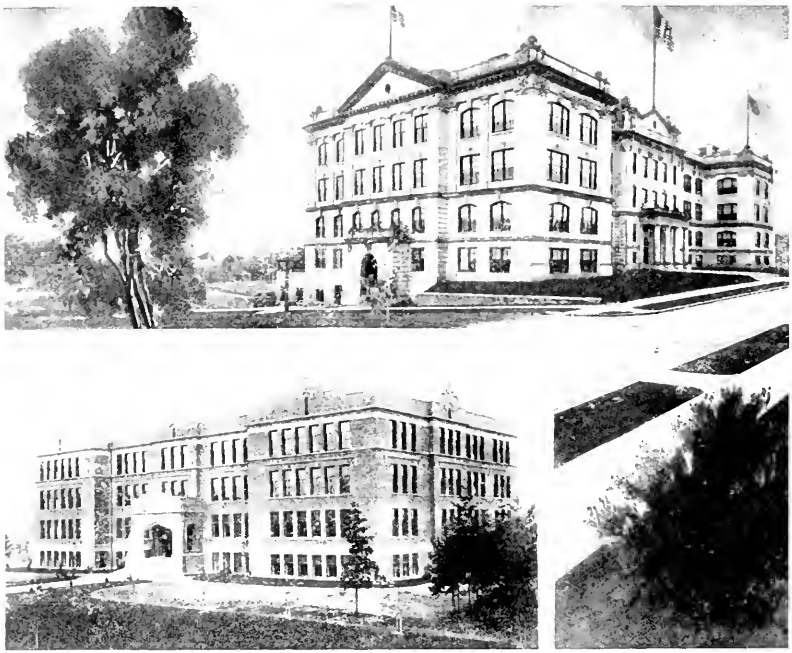
CHURCHES OF SEATTLE

CHURCHES OF SEATTLE

Every religious denomination and every form of worship known to civilized peoples is represented in Seattle. Each of the larger divisions of Christian faith has from six to a dozen or more churches located in various parts of the city.

All of them well supported by those actively interested in religious endeavor, and sharing always in the general prosperity, the material welfare of many of these religious organizations has been fortunately advanced by the advantageous sale of old church properties in the course of the extension of business districts, and they have thus been enabled to build splendid edifices in more suitable places.

Some of the more striking examples of Seattle's church building are shown herewith. On the opposite page, at the upper left, is the First Presbyterian Church, the largest edifice of that denomination in the city and supported by the largest single body of Presbyterians in the United States. Others of the group are the Roman Catholic Cathedral of Saint James (upper right), Trinity Parish Episcopal (left center) First Baptist (right center) and Plymouth Congregational. On this page are the First Methodist Episcopal (upper left) Pilgrim Congregational (upper right) and the Jewish Temple de Hirsch.



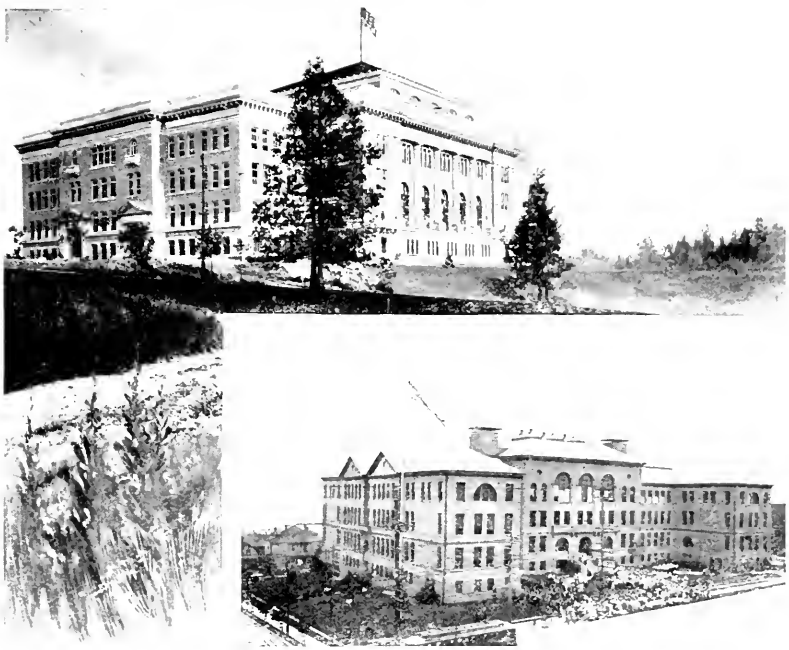
SEATTLE HIGH SCHOOLS

In the public schools of Seattle 32,592 day pupils and 4,557 night pupils were registered in the school year of 1911-1912. A number of new buildings and additions to many of the older structures were completed during the summer vacation of 1912, all of which were quickly filled at the opening of the school year. The registered attendance, both day and night, will show a great increase for 1912-1913 over the preceding school year.

Education in Seattle is compulsory. Children must be sent to school. But it speaks well for the character of Seattle families that school authorities have never been called upon to compel the attendance of their children. The people of the city take just pride in their public schools, and have always willingly and generously supplied the needs of the system.

The school buildings are splendid examples of appropriate architecture. All of them—even the oldest—occupy the most sightly locations in their respective neighborhoods. On this page are shown two of the city's high schools—the Queen Anne (top) on a commanding site in the residence district of the same name, and the Lincoln, situated in the northern part of the city.

Seattle has now six high school buildings, of which the most central, and the oldest under the present system, is the Broad-

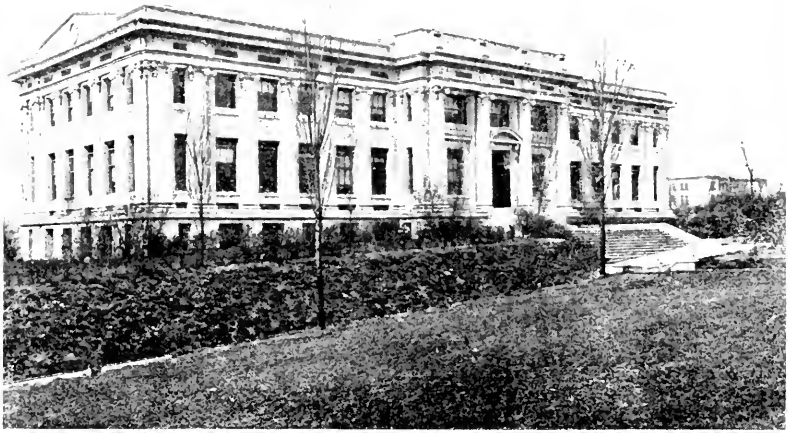


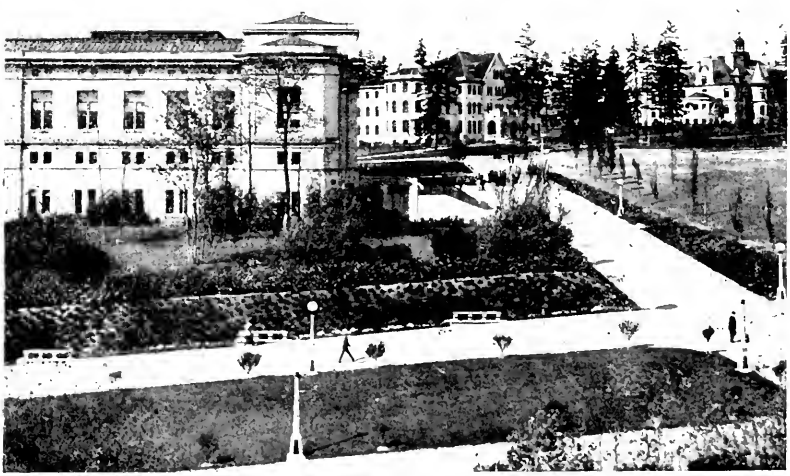
SEATTLE HIGH SCHOOLS

way High School, shown in the lower illustration on this page. The upper picture is of the Franklin, the newest of the high schools, opened with the school year of 1912-1913. Other high schools, in substantial buildings, are the Ballard, in the northwestern part of the city, and the West Seattle, in the southwestern part.

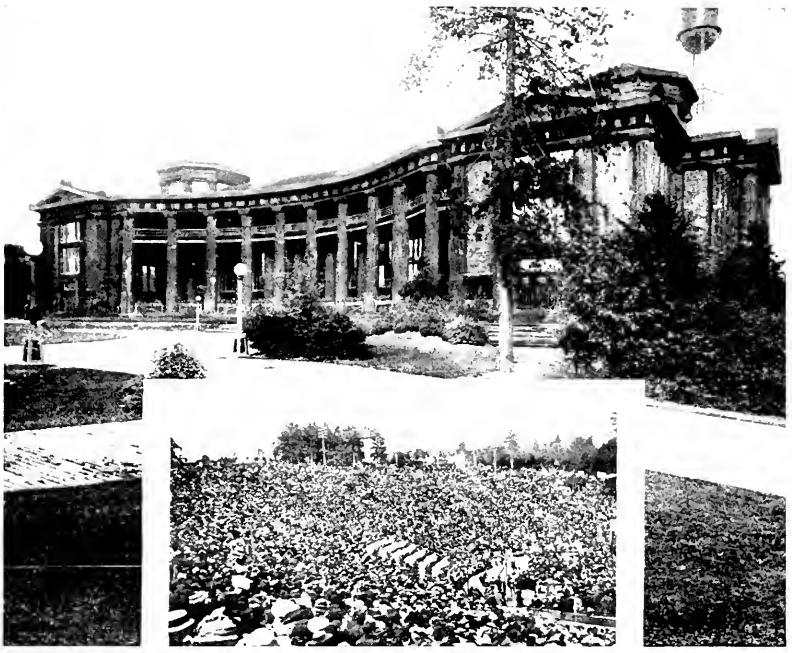
Sixty-five fine buildings, specially located for accessibility and sightliness in as many parts of the city, house the grade schools. Often in the course of a school year the pressure of attendance has become so great that temporary quarters had to be provided for some of the classes. To meet such emergencies the school authorities some years purchased a large number of portable buildings suitable for class rooms. But these are used only until such time as new buildings can be completed.

Eleven hundred teachers are required for the schools. The appraised valuation of the property of the Seattle School District is $5,455,000, and the schools are supported by taxation of property aggregating a total assessed valuation of $215,000,000. As with the library system, the affairs of the schools are administered by a non-salaried board of directors, and the choice has uniformly been made of responsible, high-class citizens.





THE UNIVERSITY OF WASHINGTON



THE UNIVERSITY OF WASHINGTON

Leading on from the high schools and amplifying the educational facilities of Seattle and the State of Washington is the State University, located in the northeastern part of the city on a campus of 355 acres, amply endowed with state lands and owning some of the most valuable property in the business district, where the old Territorial University was formerly situated.

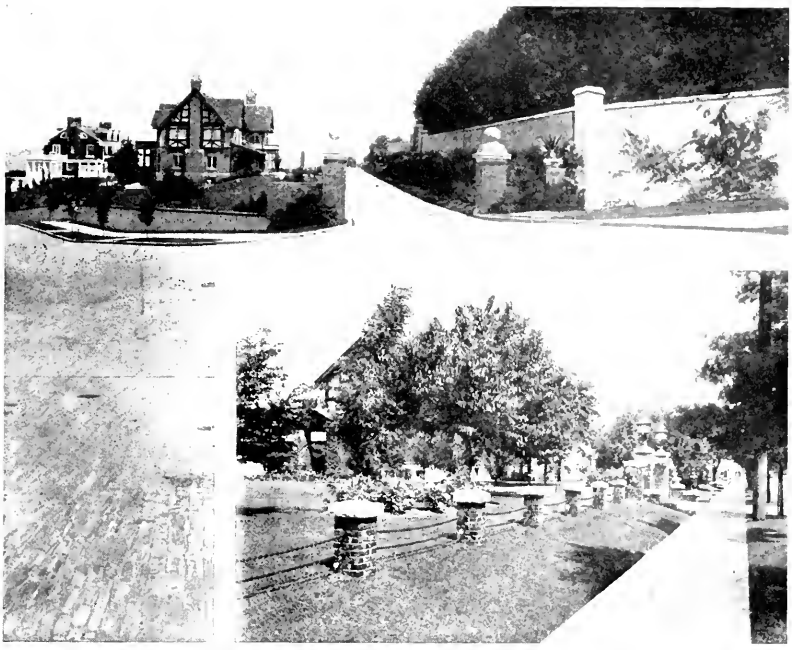
On that portion of the University campus theretofore unimproved the Alaska-Yukon-Pacific Exposition was held in 1909. State appropriations induced by this enterprise served to erect several fine permanent buildings which reverted, after use for the Exposition, to the ownership of the University. Of these the Fine Arts Building—now the Hall of Chemistry—is shown at the top of the opposite page. The lower illustration shows in the foreground another—the great Auditorium—and farther on, the School of Science and the Administration Building. Another acquisition from the Exposition is the huge Forestry Building, pictured on this page, and the same enterprise caused the improvement of the immense natural amphitheatre on the campus, in which is shown seated a crowd of 25,000 persons. Landscape improvements and gardens made for the Exposition are maintained by the city park board.

A CATHOLIC HOSPITAL AND SCHOOL

In the nature of provision for the care of the sick and the injured may usually be found a true index of the character of a city and its people. Almost from the earliest period Seattle has given attention to the needs of the suffering and has been well equipped in this humanitarian respect. The city now maintains its own emergency hospital in the municipal building and the county has a large hospital in the suburbs in both of which treatment is without cost.

In Seattle, as in nearly every community, civilized and uncivilized, the pioneer hospital was established by the sisters of the Roman Catholic faith. Many years ago Providence Hospital was opened in a small frame building. New stories were added and wings put on, but all such extensions at length proved insufficient housing for the work. It is now carried forward in the magnificent building pictured at the top of this page, completed in 1912 and occupying two full blocks—the finest hospital and the most thoroughly equipped in the West.

Similar growth attended the educational efforts of the sisters of the same faith, and the Academy of the Holy Names, shown in the lower picture, is the result of their persistence and the evidence of their success.



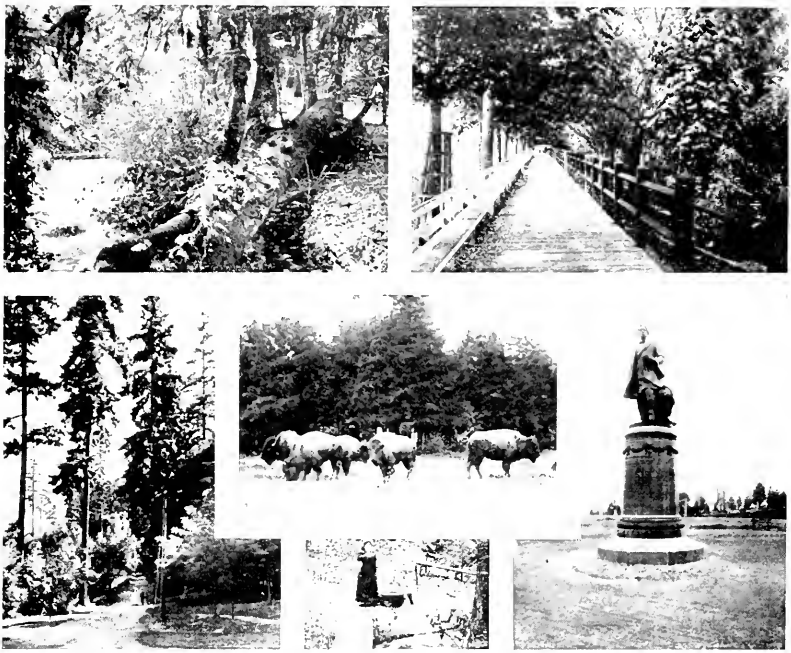
IN A RESIDENCE DISTRICT

As a city of homes Seattle justly claims the attention and excites the admiration of every visitor. In a dozen different districts, giving outlook over the harbor or the lakes, and sometimes both, facing either toward the towering Cascade Mountains on the east or the rugged Olympics on the west, are hundreds upon hundreds of beautiful homes, many of them surrounded by spacious grounds, well-kept and inviting, as strong an evidence of the home-loving instinct of Seattle people of means as the big buildings down-town are of their commercial enterprise. On the First Hill, the oldest of the residence districts, on Queen Anne Hill, in the North Broadway district, on Capitol Hill, Beacon Hill, in Denny-Blaine Park, Washington Park, Madrona Heights, Mount Baker Park, the Denny-Fuhrman and the University districts, are located, for the most part, the more costly residences, so that to give an adequate idea of the number and architectural character of Seattle's finest homes would require a volume in itself. But all about—in every part of the city away from the business center—are thousands of substantial homes, comfortable, convenient and of pleasing aspect, and all, whether owned by rich or moderately-circumstanced citizens, showing those unmistakable signs of careful

A PARKED STREET

upkeep and scrupulous attention to surroundings. The glimpses pictured on the preceding page are in the North Broadway district, where the homes overlook Lake Union, with Queen Anne, the harbor, Puget Sound and the Olympics beyond. The picture on this page gives just a bit on Capitol Hill. Both this and the preceding illustration are merely suggestive, not so much of the type of Seattle homes as of their environment. The beautification of private grounds is characteristic of all home-owners.

As a city for homes Seattle has other advantages of higher consideration than the many possibilities of gaining wealth and the wide range for choice of desirable locations for home-building. While homes are built to last and must eventually come to be enjoyed by succeeding generations, the Seattle home-builder naturally looks forward to long personal enjoyment, for Seattle is a city of long-lived people. It is a fact of record in the Federal Census of 1910 that Seattle's death rate of 10.1 is the lowest death rate of any city in the United States. In its rate of infant mortality Seattle is in a class by itself, the percentage being almost infinitesimal. According to verified statistics, the loss by death in Seattle of children under five years of age is but 189 to the 100,000.



IN SEATTLE'S PARKS

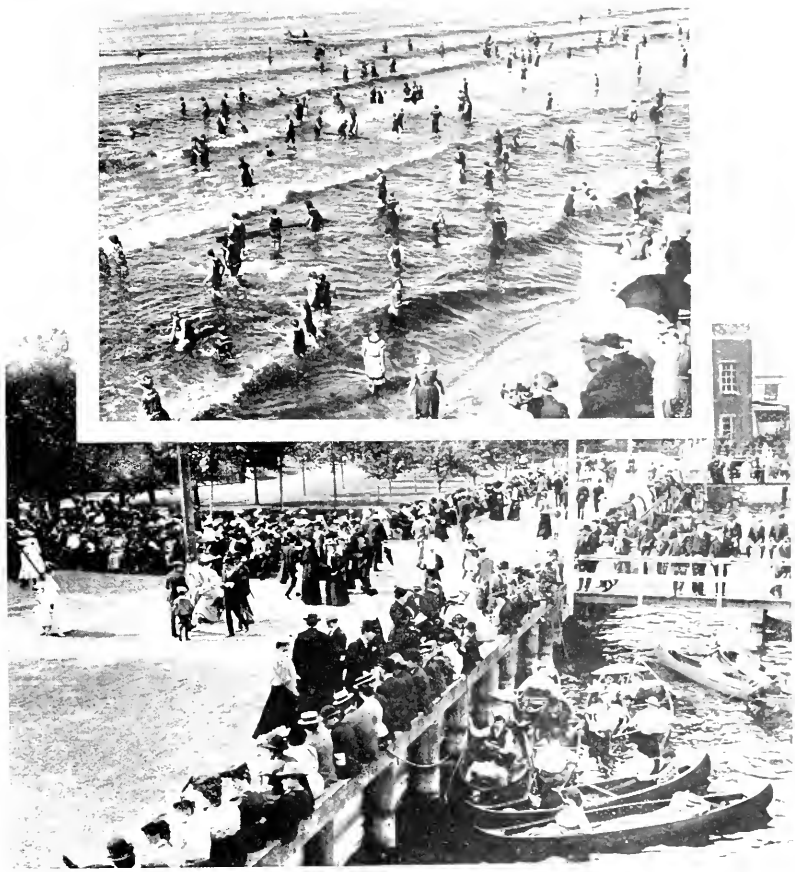
Seattle has 118 miles of paved streets, 121 miles of planked streets, and 617 miles of graded streets. The work of street improvement is carried forward unremittingly. In the business districts and on streets subject to heavier forms of traffic the paving is of vitrified brick and stone blocks, extending from which, as traffic conditions warrant, run the miles of smooth asphalt, heavily based and constantly maintained to the last degree of excellence.

Throughout the city, in many of the close-in residence districts, the asphalted thoroughfares at frequent intervals lead upon the macadamized roadways of the city's many parks. Since 1904 Seattle has spent $5,440,000 on parks, playgrounds and boulevards, the boulevard system being entirely independent of the street system and under the separate control, with the parks and the playgrounds, of the Board of Park Commissioners. On this page are shown the brooklet in one of the secluded recesses of Ravenna Park (upper left); the board walk at Madison Park (upper right) running along the shore of Lake Washington; the buffalo herd in Woodland Park; a bit of the roadway through Woodland; the mineral spring in Ravenna, and the monument to William H. Seward in Volunteer Park. Seattle's

IN SEATTLE'S PARKS

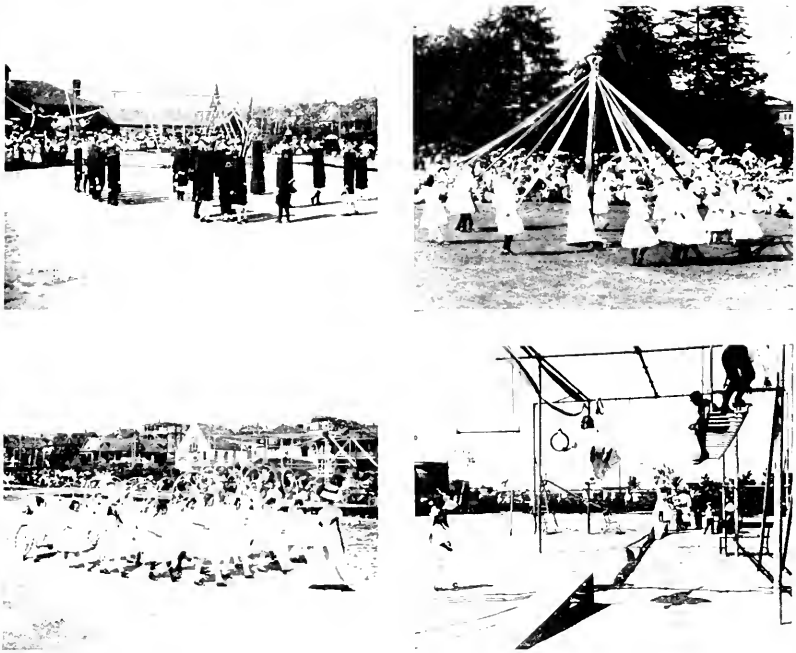
park, playground and boulevard area covers 1803 acres. There are twenty-eight improved parks, ranging in size from five to two hundred acres. In some of the closer-in parks and the many small open spaces in the thickly settled portions of the city which are under control of the Park Board, there has been much tasteful improvement, some of it with a touch of formality; but in nearly all parks the improvements have been carried forward with the least possible disturbance of natural conditions. In some of the larger and more distant from the business centers the natural beauties are of such compelling attractiveness as to call for nothing save watchful care that they be not disturbed or demolished, and the building of little roads and winding pathways, with rustic resting places, so that they may be fully enjoyed. On this page are shown, at the top, a rustic bridge and one of the many giant fir trees of Ravenna; a lane in Kinnear (lower left) and one of the wide-spreading lawns in Woodland.

The whole wonderful system—parks, playgrounds and scenic boulevards—is the working out of a single comprehensive plan. Although several large parks have been acquired, the policy has generally been to provide neighborhood or community parks, a feature of the general plan being to provide a park or a play-



SALT WATER AND FRESH

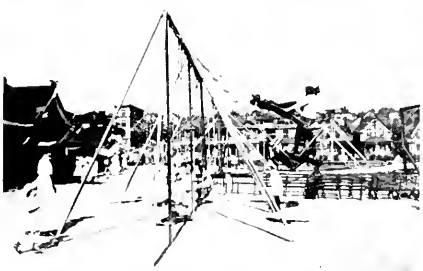
ground within a half mile of every home in the city. One important acquisition, made in 1910, was of a 2,500 foot strip of salt water front at Alki Beach, including the exact spot where the first settlers of Seattle landed in 1852. Here a huge and handsome pavilion has been built, and here during the long Puget Sound summer go thousands for salt water bathing. The upper picture gives a glimpse of many bathers at this delightful resort. Below—jumping clear across to the other side of the city—is the board walk at Leschi Park, on Lake Washington, the great playground of canoeists and swarmed during the summer by all manner of pleasure craft. For all the parks music is provided by the park board, bands playing on the evenings and Sunday afternoons of summer.

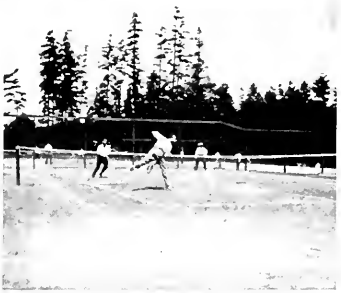


ON THE PLAYGROUNDS OF SEATTLE

Children's playgrounds have been given generous attention. The city owns twenty-two playgrounds, ranging from a city block to thirty acres in area. Twelve of these playgrounds have been substantially improved with modern outdoor gymnasium equipment of steel and other recreation facilities, and experienced men and women supervisors are in charge. Nearly one million dollars has already been expended on this feature of the park board's undertakings. Four of these playgrounds have thus far been provided with field or recreation houses, modern in every respect, with gymnasiums, libraries, club rooms and assembly halls.

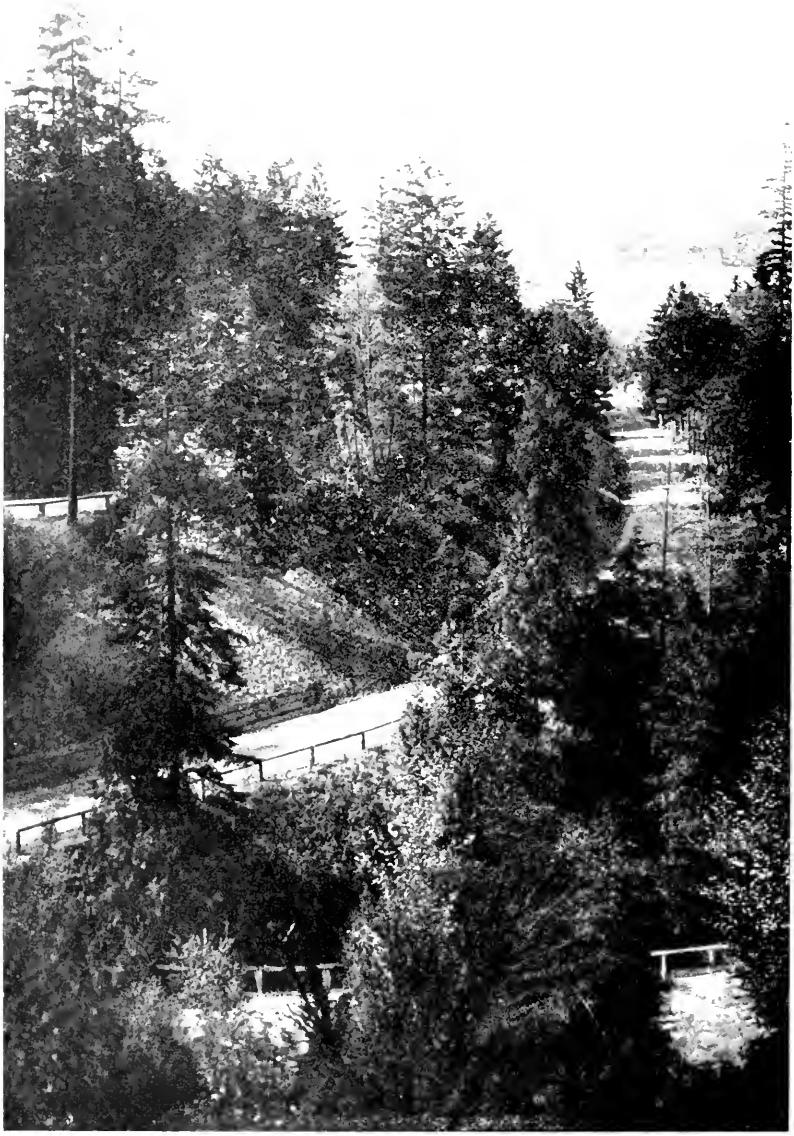
Many of the playgrounds are happily located in proximity to school buildings, and throughout the year—for the climate admits of almost constant use—they are all the scenes of exhilirating activity and lively sports. The infinite variety of uses served is but faintly indicated by the illustrations on this page and the next, which show the interesting pageantry of some children's holiday, a May-pole dance, a base-ball game, tennis players, and outdoor gymnasium apparatus in use. The Park Board's statistics for the season of 1912, covering only the twelve supervised playgrounds, show an attendance of 785,479,





ON THE PLAYGROUNDS OF SEATTLE

of which number 299,300 were under fourteen years of age, and 309,050 between the ages of fourteen and twenty-one, which gives an idea of the popularity of the playgrounds among the young people for whose benefit they are chiefly maintained. On many of the playgrounds the season's activities are nominally directed by organizations of the children themselves, somewhat in the form of little municipalities, with mayors, councils, peace officers and other subordinates chosen from both sexes, and inspiring a sense of personal responsibility. These organizations stimulate a healthful rivalry between the several playgrounds in the matter of good order and cleanliness as well as in competition in sports, diversions and pageantry. In addition to their separate carnivals, the playground organizations unite for the celebration of important holidays, especially the Fourth of July, and to their participation is due one of the most charming features of Seattle's annual festival of a week—the Golden Potlatch. No city in the country of twice Seattle's population shows such consideration for the care, the entertainment and the wholesome exercise of its children. The Boy Scouts organization is also under the general direction of the Park Board, co-operating with the local Council of the national body.



THROUGH A WOODED PARK

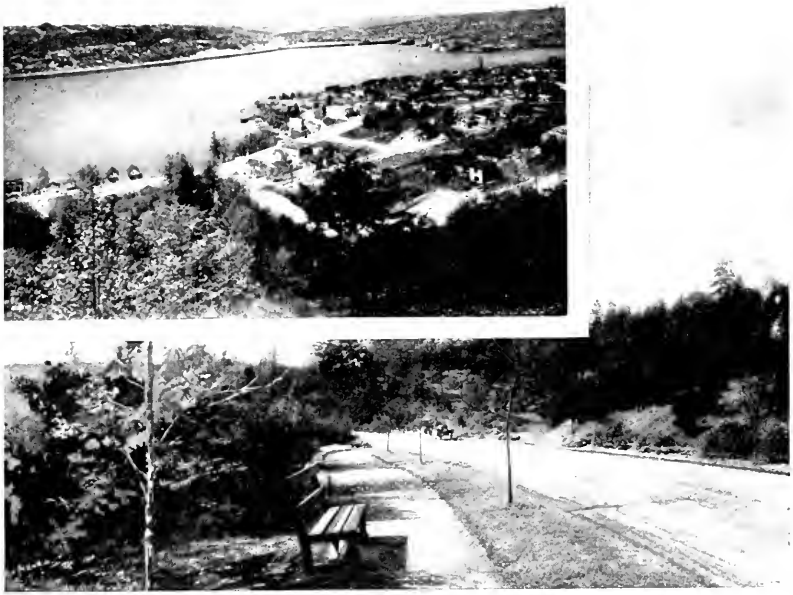
ALONG THE LAKE SHORE

Seattle's boulevards are unrivaled. No city in the world is situated in command of a more varied and resplendent array of natural beauties. On the one side stretches the harbor and the broad waters of Puget Sound, with sparkling reach to the verdure of the western shores and foothills which rim in everlasting green the bases of the serrated Olympics. On the other hand, the full length of the city and miles farther in both directions, lies Lake Washington, an inland sea of itself, well beyond whose eastern shores again rise foothills that lead ever up and up to the snow-clad Cascades. Directly to the south stands Mount Rainier, the highest peak in the United States.

With so much to be seen, and with the city's contour of gentle hills and valleys, the task of those who planned and those who built Seattle's boulevards has been a delightful one. Thirty-one miles of the scenic driveway have been completed, and extension work is continuous. Opposite is shown a portion of the Interlaken Boulevard with a distant glimpse of Union Bay, an arm of Lake Washington. On this page a bit of the boulevard along the shore of Lake Washington at Mount Baker Park.

The boulevard plan—all a part of the general plan for the harmonious development of driveways, parks and playgrounds—

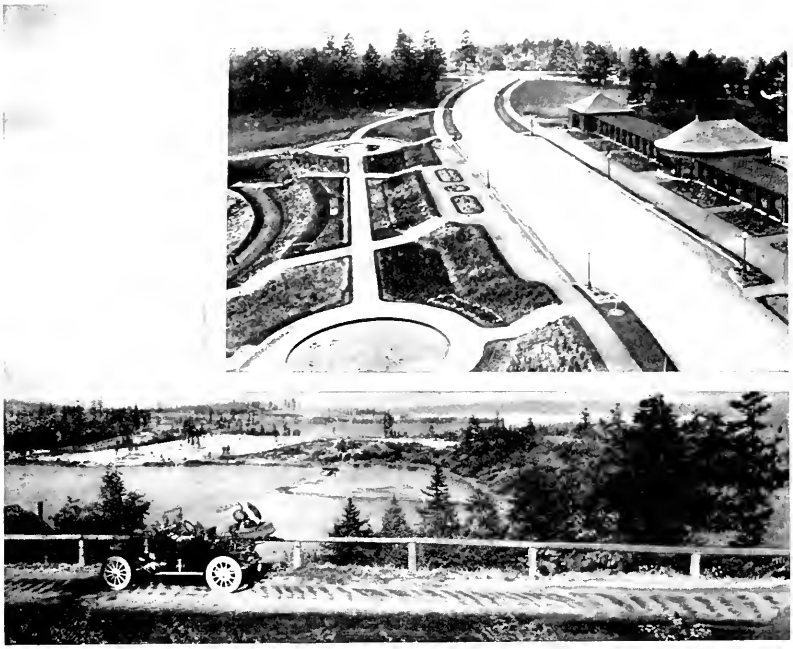
Sunset on Puget Sound from Kinnear Park



ON THE SCENIC BOULEVARDS

provides finally for a fifty-mile chain of driveways, skirting the shores of the lakes and the salt-water front, or following the high ridges or along the hill-sides overlooking the water and the mountains. The system, by devious, graceful curves and yieldings, virtually belts the city, connecting up all the larger and many of the smaller parks, and turning in at all ends and by many short cuts upon the paved streets. This page gives a view from the boulevard looking generally westward across Lake Union toward Queen Anne Hill, and northern sections of the city known as Fremont and Ballard, with their great lumber and shingle mills. The depression in the central distance marks the route of the ship canal which the United States government is building to connect the lakes with the salt waters of the Sound. The lower picture is in Washington Park, showing by comparison with the automobile, the splendid width of the driveway. Speed is carefully regulated throughout the system.

At either side, for the length of the entire system, the driveways have been parked and planted, except where the provisions of nature have been more than adequate. Luxuriant growth is everywhere. Wild and cultivated flowers, in their seasonable succession, keep constant riot of colorful bloom. The big nur-

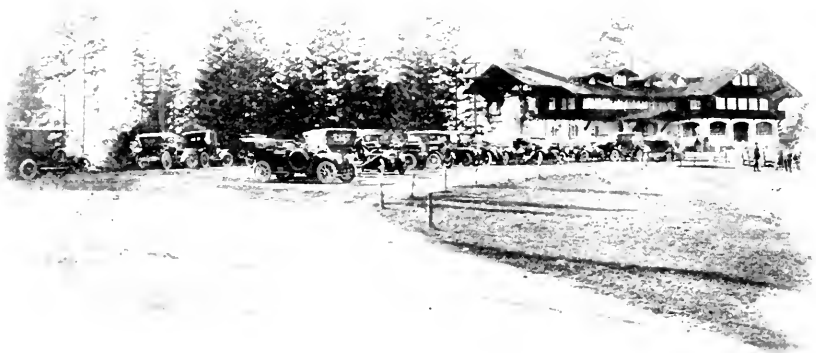


TWO OF SEATTLE'S DRIVEWAYS

series maintained by the Park Board continuously supplies trees, shrubs and flowering plants of substantial growth, not only for the boulevards and parks, but as well for the parking strips that line the streets in every residence district.

A sweep of the main driveway through Volunteer Park is shown in the upper picture on this page. This park, of more than forty-eight acres, is the most centrally located of the larger park areas and though much of its native growth has been undisturbed, it has received more attention in the way of formal landscaping than any of the others. Lying along the summit of the city's highest ridge it gives upon a commanding view in every direction not to be obtained from any other point. The lower illustration is on the driveway above Interlaken, and the eastward view shows a portion of Lake Union in the foreground, Union Bay and Lake Washington beyond, and the narrow portage between the lakes through which has already been driven the excavation for the government canal that will soon unite the waters of the lakes with those of Puget Sound.

The park system of Seattle today is the chief pride of all residents and the means of greatest pleasure to all visitors.



SEATTLE GOLF AND COUNTRY CLUB

At various points along the northern and southern boundaries of the city, the boulevards or streets lead out upon broad, well-constructed highways that ramify every part of King County, of which Seattle is county seat, and these in turn, at the invisible county line, lead on to the results of similar work by the road-builders of other counties and the state.

The necessity of good roads was long ago recognized by the people of Washington, but here as elsewhere the movement has gained its greatest impetus from the influence of the automobile. In recent years the popular demand for durable roads, built in accordance with a comprehensive system, has been fairly well met and the work goes on. In addition to the large annual revenues from regular road tax levies, the people of King County have just authorized the expenditure of a $3,000,000 special fund on the county roads. In the next two years results should be achieved throughout the county comparable with the boulevard system of the city.

The splendid roads already built from Seattle lead to many points of exceptional interest. Close at hand to the north are the spacious grounds of the Seattle Golf and County Club, with its fine club house on the edge of a high bluff, commanding a sweeping view up, down and across the waters of Puget Sound. The building, which fronts upon the best links in the West, is shown on this page. The concourse of automobiles testifies to the character of the road and the attractiveness of both the club house and the game as it can be played on such a course.

THROUGH THE FORESTS

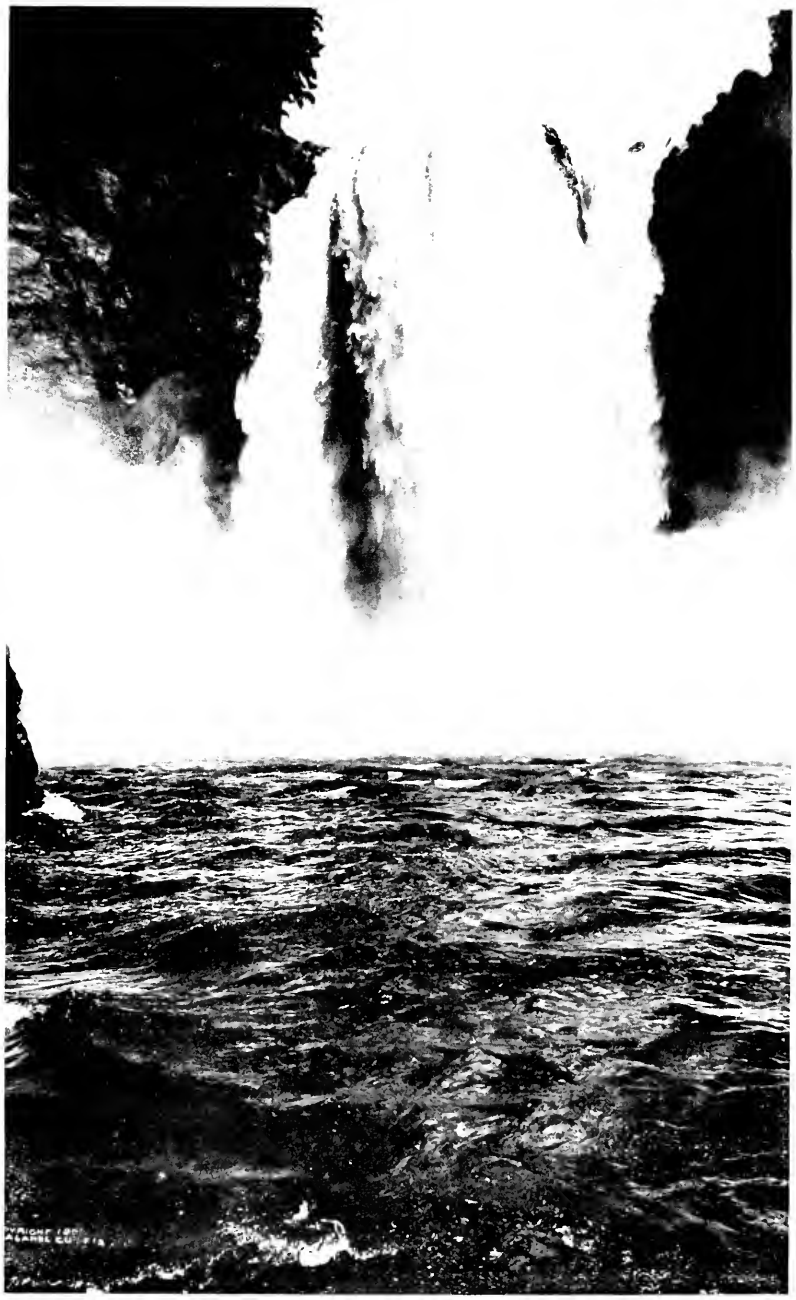
Out of Seattle to the north and south, and especially through the fertile river valleys to the south, the roads lead past many thriving farms and orchards, and through numerous prosperous towns and villages. In the southerly direction Mount Rainier is continuously in view, while every little eminence attained gives glimpses of other mountains. To the north the country is more wooded. The smooth roads run much through the cool forests, with their huge trees and tangle of evergreen vegetation, of which the bit shown on this page is typical.

While thousands of autoists use the ferry to gain the eastern shores of Lake Washington, many others in less haste prefer the hard, smooth highways that lead from the city around both ends of the big body of water. Over the ridge that lies east of Lake Washington is another long lake—Sammamish—and between the two and on to the south are the great coal mines of King County, yielding the greater part by far of all the soft coal used on the Pacific Coast. With the forests, farms, mines, lakes and mountain streams the scene is an ever-changing one of unfailing interest. Aside from the pleasure afforded by trips, long or short, through such a country, there are two excursions out of Seattle, to be made by automobile over excel-

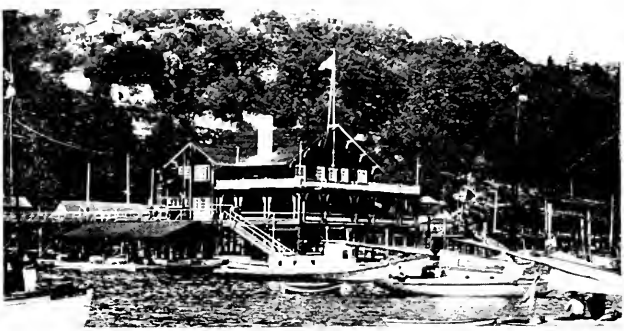
ON MOUNT RAINIER

lent roads—or by train if preferred—which have an irresistible appeal. The one is to the Falls of the Snoqualmie and the other to and up Mount Rainier. The Rainier National Park, embracing the whole great mountain, is a reservation of the federal government and many thousands of dollars have been spent by the government in building roads that take up connection with county and state roads at the reservation line and lead on around and around and up and up the sides of the giant elevation by the easiest possible grades. From the topmost present ending of the automobile road the ascent to the summit may be made part way on horseback, as shown in the picture on this page, through the charms of Paradise Valley, gorgeous throughout the summer with an infinite variety of mountain flowers, blooming to the very snow line. Other pictures are of the peak from a somewhat distant elevation near the timber line, and of one of the many rocky ridges and glaciers that rib its sides.

The trip to Snoqualmie Falls is shorter. This wonderful cataract, shown opposite, is only thirty-five miles from the city, a matter of a few hours. The fall is from a height of 268 feet, far higher than Niagara, and set amid surroundings of thrilling grandeur.



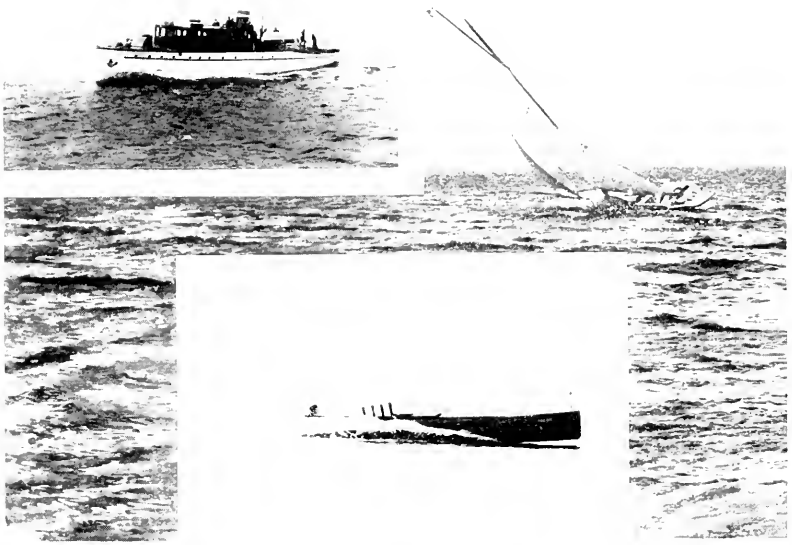
FALLS OF THE SNOQUALMIE



YACHT CLUB HOUSE AND MOORINGS

With sheltered waters of an inland sea more than one hundred miles in length spreading north and south from Seattle it is but natural that the city should have come to be acclaimed as the center of a yachtsman's paradise. Such an expanse as lies with the limits of Seattle's own harbor would be regarded, in many parts of the world, as in itself a spacious playground for pleasure craft; but beyond the harbor stretch the broad waters of Puget Sound, Hood Canal, Admiralty Inlet, the Gulf of Georgia and the Straits of Juan de Fuca, with scores of other large harbors and countless lesser indentations, and jeweled by hundreds of verdant islands of every size. And reaching on from perennial charms of these waters are the thousand miles of beauty and grandeur along the inside passage of the Alaskan Coast.

More and more, every year, as one delightful season succeeds another, the possibilities of pleasure boating on Puget Sound are appreciated, and yet those most familiar with these waters, the most enthusiastic of yachtsmen, the most diligent seekers after new places to go, agree that their pleasures have scarcely begun and that the opportunities are virtually without limit.



THREE KINDS OF PLEASURE

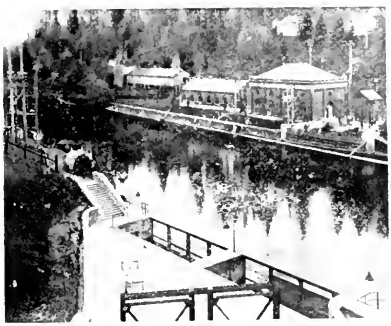
Each city on Puget Sound has its yacht club, the oldest and largest in membership being the Seattle Yacht Club. There is lively rivalry between the cities and always a friendly spirit of competition among the members of each club as to the seaworthiness and speed of their respective craft. Challenges are constantly flying about and the frequent races and more important inter-club regattas excite the keenest interest. The result has been the development of the finest types of boats of all classes—sailing craft of every known rig, large and commodious power-driven cruisers, snappy speed boats, a good example of each of these types being shown on this page. On the opposite page are shown the handsome Seattle club house and a portion of the club fleet at moorings, all snugly located on the west side of the harbor and accessible to visitors either by electric car or by a short run on the big ferry boats from the central waterfront of the city.

And the opportunity for enjoyment on the water is not wholly reserved for those who own their craft, for the many regular and excursion boats plying from Seattle in every direction give the delights of swift movement, the tang of salt air and the ever-changing scenery to all.

FISHING IN A NEARBY MOUNTAIN STREAM

Boating and fishing are invariably associated together, and boating on the waters of Puget Sound admits of fishing when and where you will, for these waters are filled with almost every variety of fish native to the brine. And the catching of them is not by any means a languid form of recreation, for the salt-water fisherman is often met by as vigorous resistance as would be expected from the more sophisticated finny ones of fresh waters.

But for many there is no real fishing except in the rushing rivers, the noisy and tortuous torrents and the high-lying lakes of the hills. For such Seattle has everything to offer. The picture on this page shows such a stream as comes down through every mountain gorge and hill-side gulch of the rugged ranges that stand on either side of the city. Many of the best streams are within easy distance by train, automobile or boat, while others more remote call for some hours of travel by foot along the trails. From April first of each year, when the trout season opens, the fishermen of Seattle are on the go, and forming, as they do, a sort of helpful brotherhood of the rod, they make it possible for anyone to ascertain, before leaving the city, the condition of the various streams and trails.



WHERE LIGHT AND POWER ARE MADE

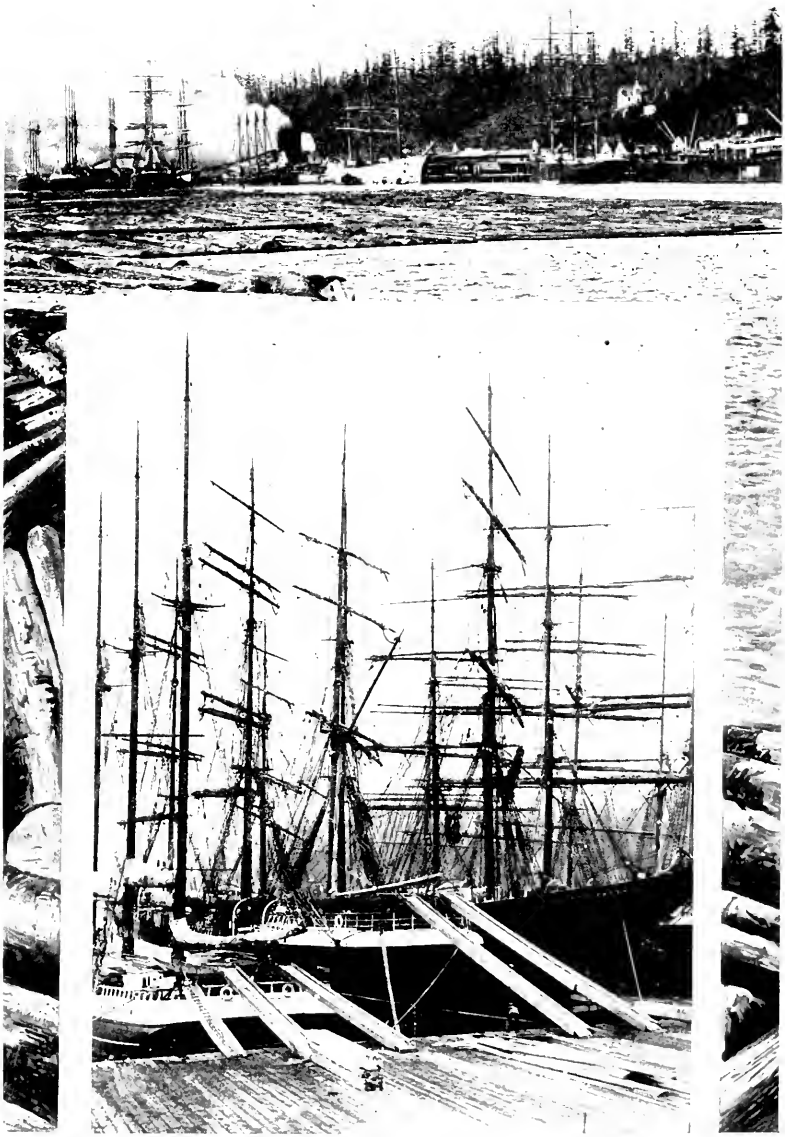
It is in the hills, rock-ribbed and ancient, with their ever-accumulating and ever-melting snows, their unfailing glacial flow, that the forces originate giving Seattle light for its streets, buildings and homes, and power for its manufacturing plants and for transportation.

Seattle is the best lighted city in the United States. The brilliant illumination of the city streets each night suggests to visitors what would elsewhere be the result of preparation for some gala occasion. Here power for every purpose may be obtained at the lowest rates extant, and here the street railways, ramifying every section of the city, and the electric lines connecting with cities nearby, afford service unexcelled anywhere.

The impulse comes from the mountain streams, harnessed and compelled to service by the ingenious contrivances of man. The city has its own plant, which illuminates the streets and sells to private consumers. Aside from street lighting the greater part of public service, as well as the power for transportation, is provided by the Puget Sound Traction, Light & Power Company, whose three big generating stations are shown above—Snoqualmie (upper left), Electron (upper right) and White River.

LUMBER MILLS AND LOGGING CAMP

Seattle's first industry was a saw mill. Virtually every community on Puget Sound began with a similar enterprise. The wonderful timber resources of the region gave first means of livelihood to the earliest settlers, and the development of the lumber and shingle industry has marked the stride of progress in every line. For years Seattle's annual output of shingles has exceeded that of any other city in the world, the bulk of the product being turned out from the mills at Ballard, shown in the upper picture. Below is a typical scene in one of the many near-by logging camps, showing a log of no uncommon dimensions. On the opposite page are pictured the largest lumber mills in the world, located at Port Blakeley, just across the Sound, and a typical scene of sailing vessels taking on lumber.



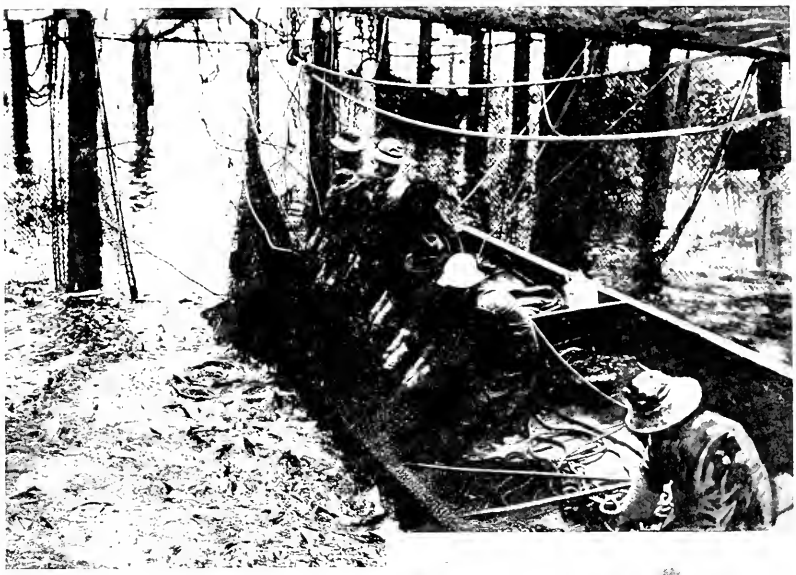
LOADING LUMBER FOR DISTANT PORTS

SEINE FISHERMEN IN SEATTLE HARBOR

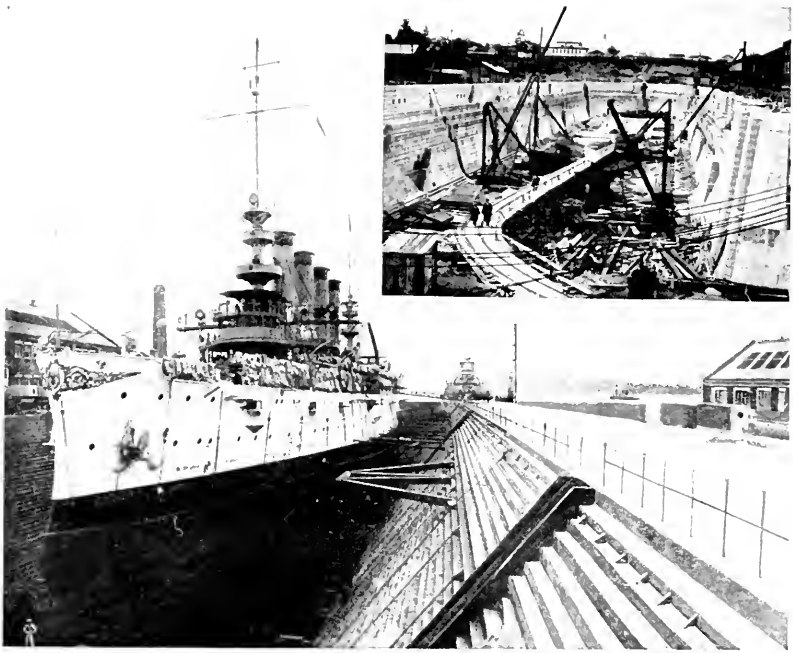
The commercial fisheries of the North Pacific Coast are centered in Seattle. The fishing grounds cover the whole vast expanse of the northern ocean and its every harbor, the traps dot the coast at strategic locations and the canneries, large and small, are placed wherever advantageous for the quick handling of the fish; but the business is directed from Seattle, where all supplies are procured and where the product comes for distribution.

The development of the fishing industry of Puget Sound and Alaska is one of the world's marvels. A few years ago it didn't exist as a recognized industry and today the salmon of the North Pacific Coast has its place on every bill of fare, is known in every civilized household and is esteemed as a luxury even among the uncivilized.

On this page is shown a party of seiners with their boat and net, the City of Seattle in the background, across the harbor. Thousands of these men find profitable employment on Puget Sound. In the upper portion of the page opposite are shown fishermen about to empty a trap net of its teeming silver catch. In the lower right corner a typical load of fish is being dumped from net to scow, while at the left a scow is being unloaded at a cannery dock. The other illustration gives an idea of the size of the halibut, caught by countless numbers in nearby waters and brought to Seattle where tons of them are frozen for shipment to distant markets. The handling of cod, herring and other species susceptible of preservation, as well as the meat of shell-fish and crustaceans, forms an increasingly important factor in the industry.



AT THE TRAPS AND CANNERIES

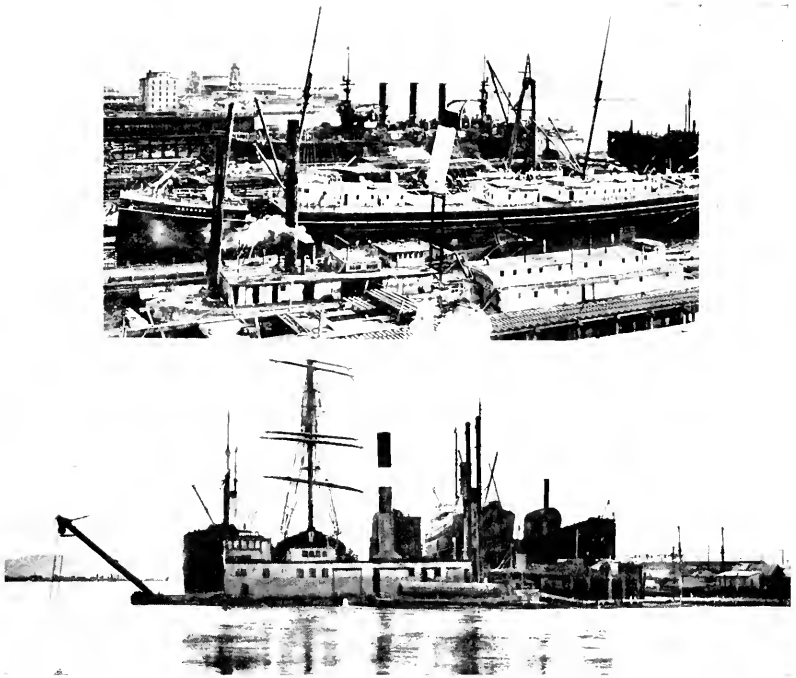


THE GOVERNMENT DRY-DOCKS AT BREMERTON

At Bremerton, directly across Puget Sound from Seattle, is situate the Puget Sound Navy Yard, the largest and most important establishment of the Navy Department on the Pacific Coast.

Many years ago this site was chosen for a naval station, and under pressure of Seattle business men and commercial organizations, co-operating with the state's representatives in the Congress, the first dry dock was built and other modest facilities gradually provided.

Since then the federal government has spent hundreds of thousands of dollars in the building of another and much larger dry-dock and in general and continuous improvement. For ten years or more this Navy Yard has been the rendezvous of all naval vessels in Pacific waters and has been constantly crowded with work. The larger illustration above shows one of the big cruisers in the older dock, and the smaller illustration is of the newer dock, since fully completed and in use, but shown here in course of construction to indicate the massive character of the work. Activity at Bremerton has attracted much settlement to the vicinity and numerous thriving towns have sprung up, all reached from Seattle by scores of fast steamers.

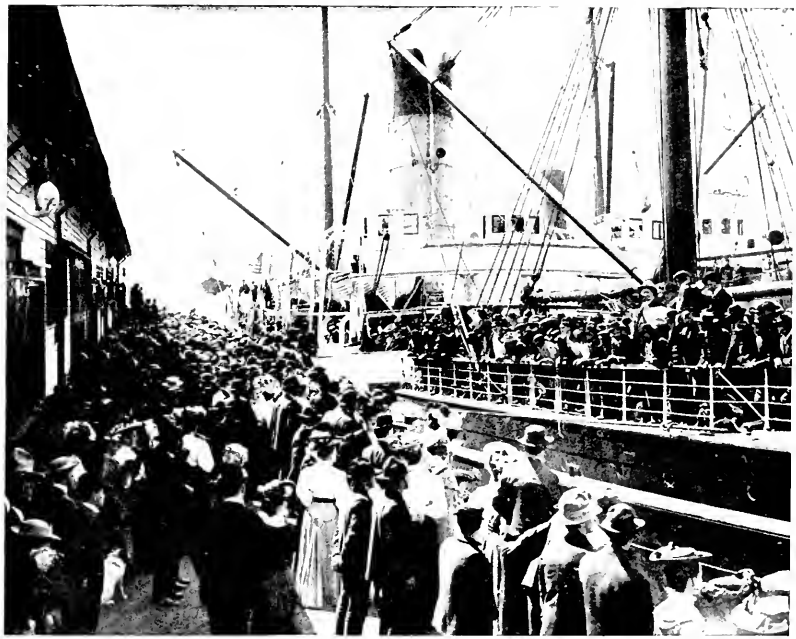


SEATTLE SHIPBUILDING PLANTS

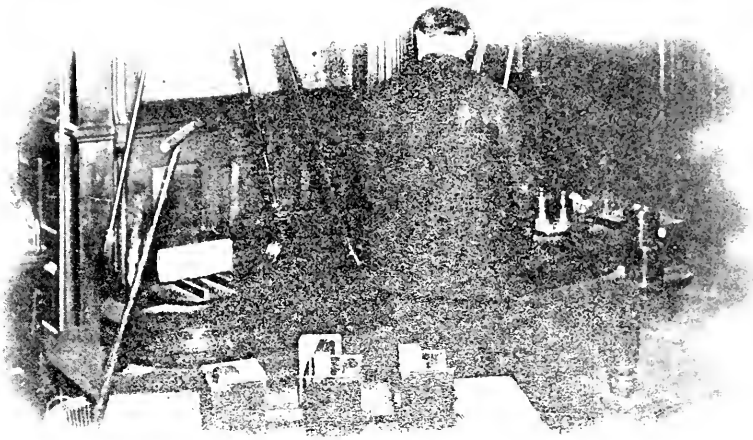
Many of the finest vessels afloat on the Pacific and confluent inland waters have been built at ship-yards in Seattle, and completed to the last detail of machinery, equipment and furnishings by Seattle workmen. In Seattle was built for the government the first-class battleship Nebraska, and the work of Seattle yards ranges from this and the construction of big steel steamships down to the building of dories for the fishing fleet.

The innumerable vessels of the world's merchant marine which make this port find here every facility of the most up-to-date character for over-hauling and repairs. The dry-docks, yards and machine shops of Seattle are always busy. The pictures show a scene in the yards of the Seattle Construction & Dry-Dock Company (upper) and the floating dock of the Hefferman Dry-Dock Company (lower). Both of these concerns are constantly increasing and improving their facilities and equipment.

All along the Seattle water-front are smaller plants devoted to special forms of marine construction and to the making of various kinds of machinery, equipment and parts. The water-front, with its varied and unceasing activity, is wonderfully interesting to visitors—particularly to those from interior points.



OFF FOR THE ALASKA GOLD FIELDS

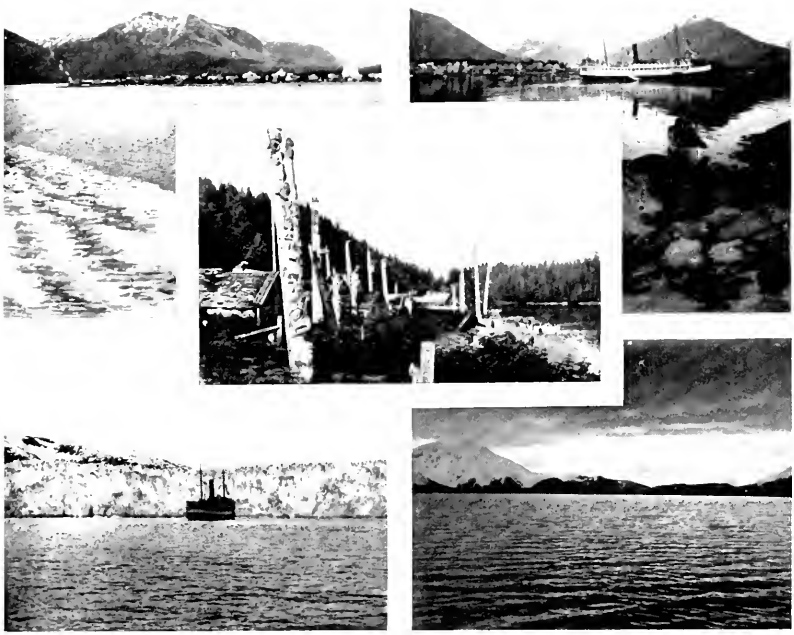


IN THE SEATTLE ASSAY OFFICE

It was on the water-front of Seattle that a series of happenings, beginning at far distant points, finally culminated in the two greatest events of Seattle's earlier history—the opening of direct trade with the Orient and the arrival of the first substantial shipment of gold from Alaska and the Klondike. Both events followed upon a long period of national depression during which Seattle suffered in common with all other cities of the country. In the summer of 1896 the first steamship of the newly-established Japanese line made port with her cargo of silks, teas, curios and other valuable products of the Far East. A little more than a year later came the first steamship to bring any large quantity of native gold from the Far North, and bringing what was of more value than the intrinsic worth of her cargo—the absolute proof of the amazing riches awaiting the prospector and the miner in the great Northern territory.

Of the gold that poured into Seattle during that first year no estimate was possible. The first effect was to crowd the city with men of all ages and nationalities, bound for Alaska and the Yukon, by whom thousands upon thousands of dollars were spent in outfitting. Seattle was electrified to a new life. In 1908 the federal government opened its assay office in the city, and since that time the receipts of gold at this office have amounted to the wonderful total of $210,407,068.99.

On the opposite page are shown scenes at the arrival and departure of Alaska steamships, and on this a corner in the assay office, with bars of pure gold on the scales. In later years Seattle has grown accustomed to the steady inflow of gold from the



ALONG THE ALASKAN COAST

North, occasionally augmented beyond regular expectation by receipts from newly-found sources.

Prior to the discovery of gold in large quantities Alaska was known chiefly to but two classes, consisting of comparatively few persons. The first class was the hunters of and traders in furs, for the northern yield of valuable pelts, both from sea and land, has always been enormous, up to the limit, in fact, of the effort made to take them within the restrictions of the law.

The second early class of those who knew something about Alaska was made up of discriminating tourists—the sort of tourists against whose desire for novel scenes and new experiences the questions of time and distance present no obstacles. In the trip from Seattle to Alaska and return such tourists as these found ample reward for their effort and expenditure, and so have all the many thousands who since then have made the trip for pleasure. Undoubtedly the discovery of gold had much to do with stimulating the interest in Alaska; although in most cases the treasure itself lay beyond the reach of ordinary tourist travel, its lure helped to excite the imagination, and no one, whether on business or pleasure bent, ever returned from a trip

SCENES ALONG THE INSIDE PASSAGE

to the North without a glowing account of the pleasures of the passage.

The brief voyage along the coast of Southeastern Alaska fits admirably upon a visit of any length to the Pacific Northwest. Splendid excursion steamers, specially built and equipped for the comfort of travelers for pleasure, leave Seattle almost every day of the season, thronged with happy crowds, for the voyage along the thousand miles of the inside passage to Juneau, Sitka and Skagway, safe from storm, and surrounded by scenery of stupendous grandeur. On these two pages are glimpses, not more than barely suggestive of the infinite variety, the beauty and the novelty to be enjoyed on such a trip. On the opposite page the Indian city of Metlahkahtla (upper left); Sitka, the ancient Russian capital (upper right), the Totem poles of old Kasaan (center); an excursion steamer at Taku Glacier (lower left) and a distant view of the northern shore line and mountains. On this page Juneau, the present capital, (upper left); the great Treadwell mines (upper right); Totems at Sitka (lower left); exterior and interior of the old Greek Church at Sitka; and a view along the White Pass & Yukon railroad, which leads from Skagway to the interior.

THE O-W. R. & N. PASSENGER STATION

Rail meets sail in any seaport city entered by a single line of track, but Seattle has the advantage over any other city on the Pacific Coast in that here more rails meet more sails. King County, of which Seattle is the county seat, constitutes a Port District, and improvements of harbor facilities are under way on which the people of the district have authorized an expenditure of $8,000,000. The United States Government is building a ship canal, connecting Lakes Washington and Union with the waters of Puget Sound. The Duwamish Waterway Improvement, another public project, opens the low-lying lands in the southern part of the city and on into the county to transportation and manufacturing enterprise. With all these undertakings, calling for expenditures aggregating $20,000,000, Seattle will have facilities for traffic handling and industrial development that cannot, in the nature of things, be afforded by any other city on the Pacific Coast.

Four transcontinental railroads serve Seattle over their own tracks; four others send through equipment into the city. In the first named class are the Oregon-Washington Railroad & Navigation Company, whose magnificent passenger depot is shown on this page; the Chicago, Milwaukee & St. Paul, using the same station; the Northern Pacific and the Great Northern,

THE UNION PASSENGER STATION

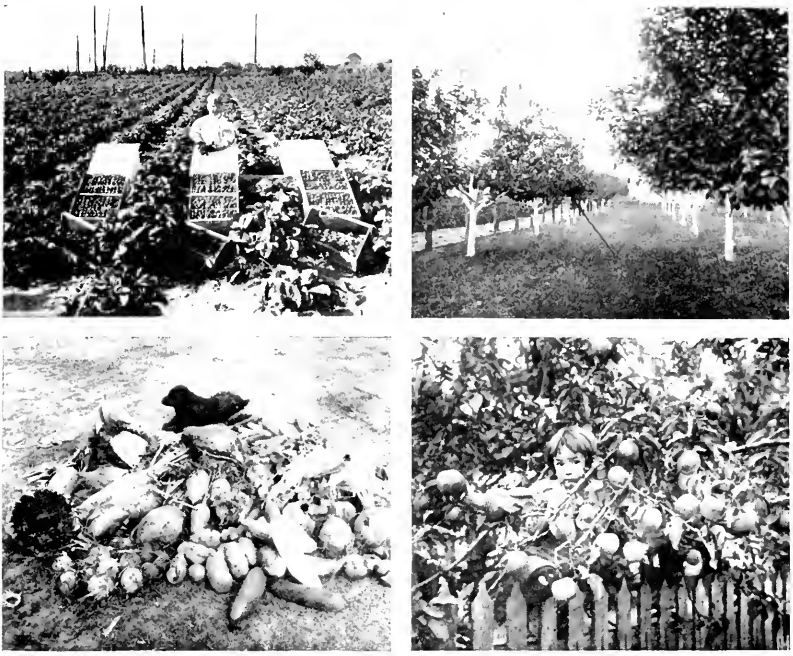
the two last-named making use of the Union Passenger Station, pictured on this page. The Canadian Pacific, the Burlington, the Soo and the Northwestern lines operate through equipment in and out of Seattle; from British Columbia ports the Canadian Pacific also connects by a line of fine steamships, as does the Grand Trunk Pacific, whose rails are pushing westward through the Dominion. Here in Seattle, for through traffic, passenger and freight, are met the steamships plying Alaskan waters and those making the more southerly Coast ports, as well as the great fleets that cross the Pacific to and from all Asiatic, Australasian and East Indian ports.

Avoiding the great circle of the globe, which lengthens by hundreds of miles as it lies the nearer to the Equator, the trans-Pacific trade of Seattle traverses the short northern route, saving much in time and distance, the two factors in transportation which it is the object of modern methods to reduce as far as possible. This geographical advantage, which no other port can share with Puget Sound, insures to Seattle a place of supreme importance in the commerce of the Pacific and an enormous share in the prosperity from the increase in immigration, settlement, industry and trade certain to follow upon the opening of the Panama Canal.

CORNER OF A SEATTLE PUBLIC MARKET

Municipal aid to solving the problems of the cost of living was begun in Seattle several years ago with the establishment of the Public Market, a busy portion of which is shown in this page's illustration. At the first allowance was made for only a modest beginning, with a small market building and space for a limited number of stalls. The popularity of the project was immediate, the house-wife and the truck gardener especially finding satisfaction in the opportunity afforded to deal directly with each other. Not only has the city extended its original market plant to fully ten times the original dimensions, but has established another in a different location, while four similar undertakings are being conducted as private enterprises. In all of these the wares offered for sale and the sanitary conditions are under the supervision of the city's bureau of market inspection.

In the suburbs of Seattle and scattered all about beyond the city limits are innumerable small tracts whose soil is made to yield abundantly in fruits, berries of every kind, and all sorts of vegetables. Near at hand, also, in addition to the big dairy farms and larger creameries, are numerous small dairies of a few good cows and many little chicken ranches. The products of all these, to great extent, are brought directly to the public markets of Seattle, where at nominal cost to the producers they are displayed to consumers amid cleanly and sanitary surroundings. Every day, except Sunday, is market day.



SOME OF THE PRODUCTS FROM NEAR-BY

The assurance of a direct and unfailing outlet for fresh products afforded by the public market system, added to the naturally heavy requirements of a great city's population and the increasing demands of other localities that look upon Seattle as a base of supplies, have all combined in highly stimulating effect upon the development of the agricultural resources of King County and all of Western Washington.

A marked characteristic of this development is the continuous application of scientific principles in the conduct of the farms, large and small, the orchards, the berry patches, the dairies, poultry yards, apiaries and other varied activities of country life. Given a soil of splendid natural fertility, a climate in which the proportions of sunshine and moisture change hardly at all from year to year, and the use of modern and sanitary methods, there is left little room for speculation as to what the harvest may be. Results may be depended upon with a degree of certainty that is possible in few other parts of the world.

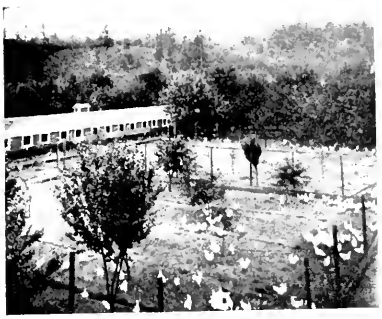
On this and the three succeeding pages are pictured a few suggestions of what is going on in the country tributary to Seattle. Here are grown in abundance the choicest fruits and berries of every kind known to the temperate zones, and many that are gen-

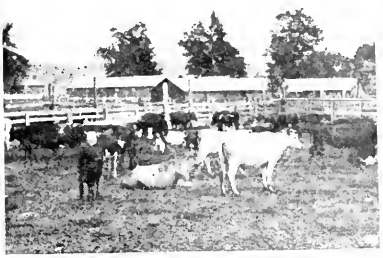
FRAGMENTS FROM MODEL FARMS

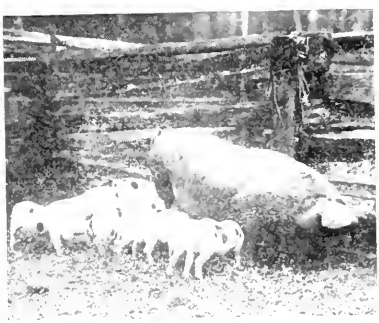
erally considered indigenous only to warmer climes; all sorts of vegetables, developed naturally and without sacrifice of succulence to prodigious sizes, and many varieties of grains and grasses.

The value of the marketed berry crop alone for 1912 exceeded $2,000,000, while the apple crop, including the yield from the irrigated districts of Eastern Washington, reached nearly 8,500,000 boxes in 1912 and, at an average of 75 cents per box, brought in a revenue of nearly $6,500,000. The total valuation of the fruit crop of the State of Washington for 1912 was $10,791,018, of which the apples and berries constituted the two chief items, the other principle products having been peaches, pears, cherries, plums and prunes, apricots, grapes and cranberries. The total number of acres devoted to fruit culture at the close of 1912 was 215,557.

Notwithstanding the progress that has been made the vast possibilities for agriculture may be approximated in the simple statement that although there are 10,000,000 acres of land under assessment in Western Washington, outside of incorporated towns, only 650,000 acres have been improved. In King County there are 784,880 acres of land exclusive of town lots, yet only 74,680 acres have been in any way improved.

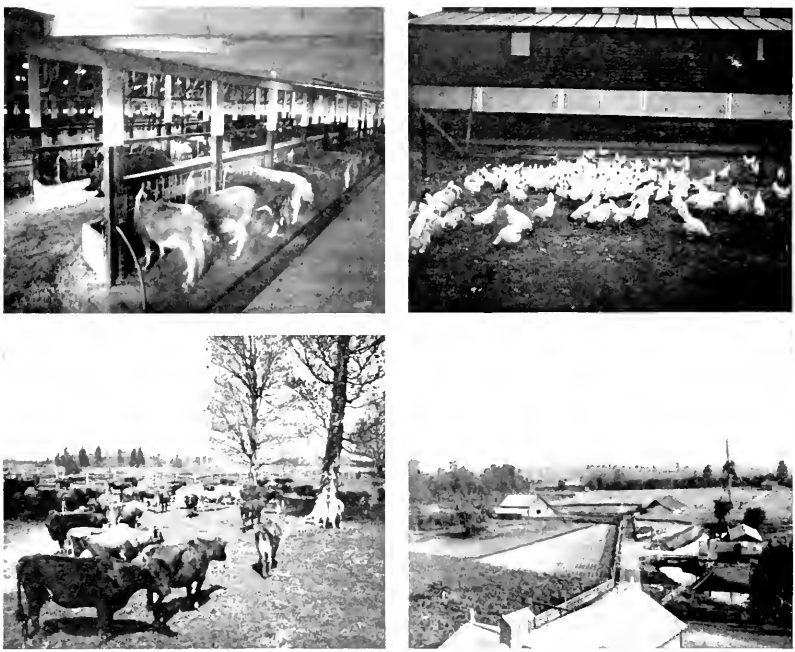






AMID HAPPY SURROUNDINGS

In King County, as in all of Western Washington, much of the land classified as unimproved stands in heavy timber, the greatest natural resource of this section, from which many fortunes have been and many more are still to be made. A good deal of this timbered acreage is withheld from use in government reservations, but the logging operations on private holdings and the devastations of forest fires in the earlier years of settlement, have made vast areas available for agricultural purposes. These areas, known as logged-off or burnt-off lands, constitute an aggregate in Western Washington of 2,000,000 acres. The matter of cultivation, while not as simple as the ploughing and planting of prairie lands, presents no more serious obstacles than the necessity of removing the stumps and debris, and the soil is of amazing richness. Fine farms and dairy ranches are now found all about where once the forests were almost impenetrable, and the opportunity that yet remains for settlement and development may be measured from the fact that the many thousands of acres of this character still unoccupied, much of the land lying within reasonable distance of transportation and markets, may be obtained at prices ranging from $7 to $50 an acre. The cost of the land, and often the cost of clearing, can be cared for on easy

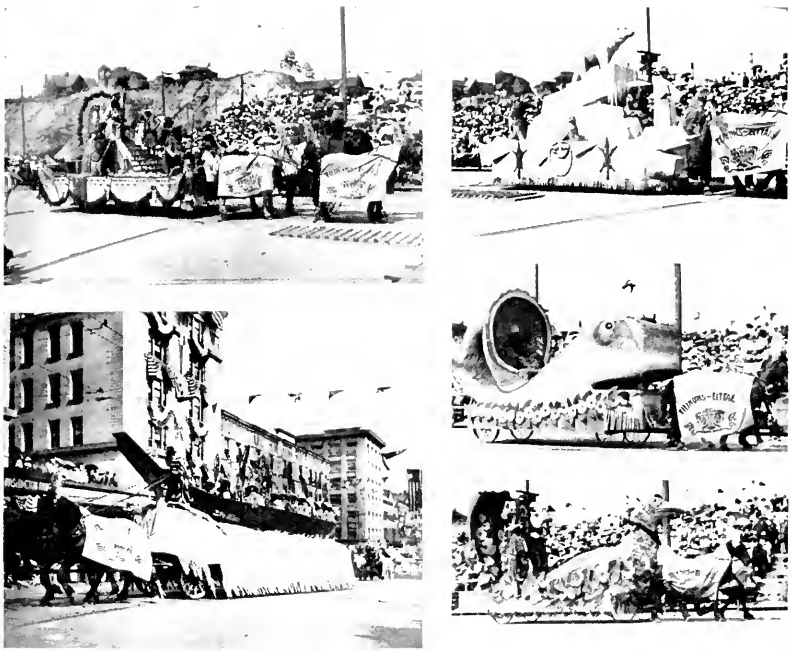


ORDER AND CLEANLINESS IN FARMING

payment plans by bona fide settlers, and the returns are invariably large.

In Seattle and the other cities of Puget Sound is a great home market, and aside from this an enormous demand is made upon the farmers, orchardists and dairymen of Western Washington by Alaska, while some of the state's products are famous in all parts of the world. In recent years much attention has been given to the raising of thoroughbred stock and Western Washington cattle and swine are prize-winners wherever shown.

The policy of the State of Washington in dealing with the agricultural interests is one of extreme liberality. Taxation is kept within reasonable limits; the fine system of schools reaches into every country district; good road building is always in progress; expert official advice is available in every problem of country life. Careful supervision of sanitary conditions is maintained; orchards and dairies are subject to rigid inspection; products of every kind must pass examination before marketing, and these regulations, so far from proving burdensome, are helpful to the improvement of methods and the assurance of uniform standards of excellence; encouraging in making the countryside tributary to Seattle wholly prosperous and happy.



FEATURES OF SEATTLE'S FESTIVAL

Always a hospitable city, and with a welcome waiting for every visitor all the year round, Seattle decided in 1910 that thereafter a week should be set aside each summer during which the whole city should keep open house. The first Potlatch was held in the summer of 1911. The unique name of the celebration, taken from the Chinook Jargon, the trade language of the Pacific Coast Indians, meant to the Indians just what it means to Seattle—a period of hospitality, of entertainment, feasting, music, dancing and generally joyous revelry.

Though other cities have their annual festivals of various kinds the Seattle Potlatch is patterned on none of these. It is as distinctly different in every detail as it is in its name. In a way, by its pageantry and lively ceremonials, it perpetuates something of the garb, the manners, the traditions of the aborigines of this part of the world, which helps to make it extremely picturesque and diverting. But the programs of each festival week are filled with novel and up-to-date entertainment of every kind and through it all runs the spirit of a genial hospitality.

The annual Potlatch is under the control of a voluntary association of leading business men and women, but in the past two years the carrying out of details has been wisely left to the Tili-

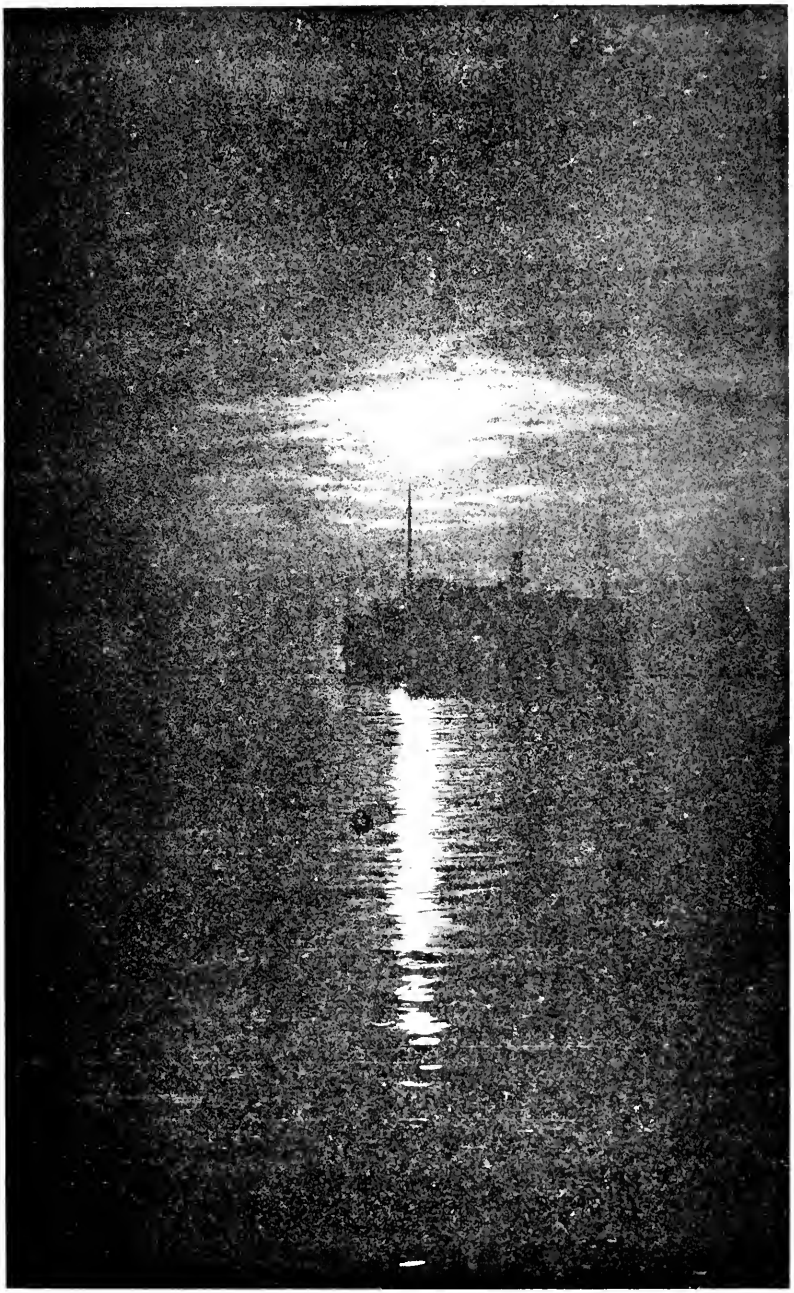
MORE POTLATCH PAGEANTRY

kums of Elttaes (Friends of Seattle) an organization of "live wire" citizens, divided into three tribes whose friendly rivalry for superiority of numbers and attractiveness in Potlatch pageantry keeps local interest at high pitch.

On this and the preceding page are shown features from some of the famous Potlatch parades, including floats representing the emblems of the three Tilikum tribes—the Bear, the Whale and the Raven—an Indian war canoe fully manned; the Hyas Tyee (Big Chief) and his retinue; and parades of totem poles, eagles and rabbits.

Seattle always decorates in gayest attire for the Potlatch; there are great days for the children, brilliantly illuminated night parades, naval and military displays, automobile and floral parades, daring feats of aviation by world-famous bird-men, and music everywhere. The streets are thronged by day and by night and everyone is happy.

Seattle prepares for this week of jollification with all the thoroughness characteristic of every big thing that the city undertakes. The event itself, and the certain balmy weather of Seattle summer, in which it is held, make for a delightful holiday that is each year enjoyed by an increasingly large number of visitors.



MOONLIGHT ON PUGET SOUND

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This Bureau, as now constituted, came into existence by reorganization January 1st, 1912. Its purposes are to advertise Seattle and the Pacific Northwest, to encourage industrial, commercial and agricultural development, to invite and provide for conventions, to attract tourists and to aid homeseekers. It is supported by an apportionment from the general fund subscribed by public-spirited citizens of Seattle for these and various other purposes of the Chamber of Commerce.

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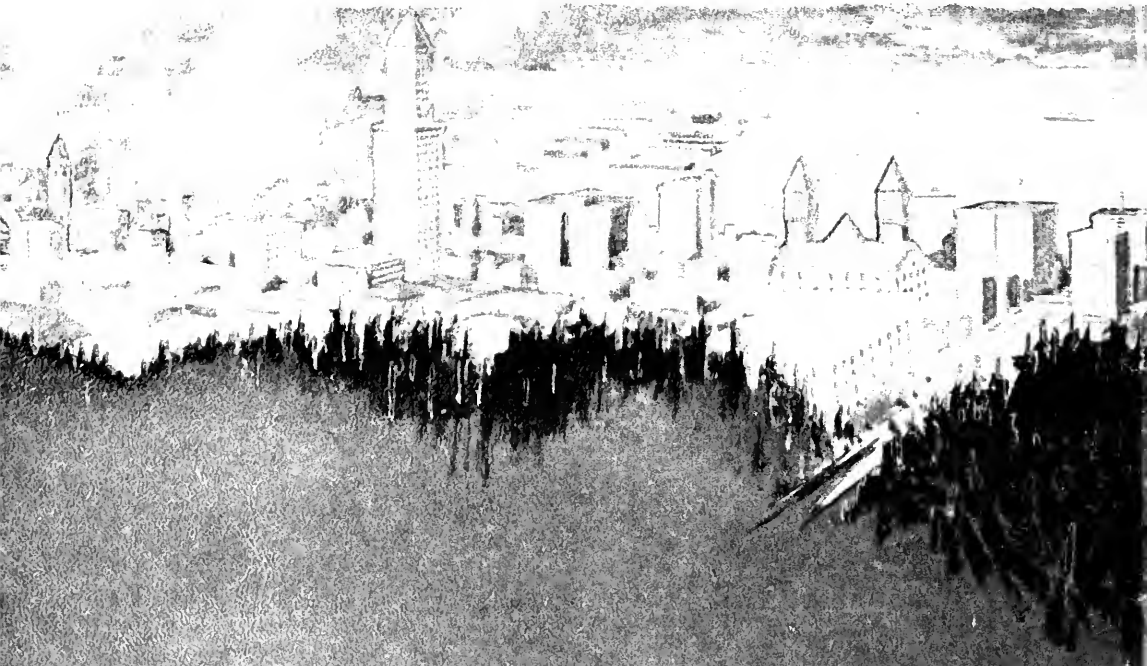

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